

CITY OF ESCONDIDO

Planning Commission and Staff Seating



- A. CALL TO ORDER:** 7:00 p.m.
- B. FLAG SALUTE**
- C. ROLL CALL:**
- D. MINUTES:** [06/26/18](#)

The Brown Act provides an opportunity for members of the public to directly address the Planning Commission on any item of interest to the public before or during the Planning Commission's consideration of the item. If you wish to speak regarding an agenda item, please fill out a speaker's slip and give it to the minutes clerk who will forward it to the chairman.

Electronic Media: Electronic media which members of the public wish to be used during any public comment period should be submitted to the Planning Division at least 24 hours prior to the meeting at which it is to be shown.

The electronic media will be subject to a virus scan and must be compatible with the City's existing system. The media must be labeled with the name of the speaker, the comment period during which the media is to be played and contact information for the person presenting the media.

The time necessary to present any electronic media is considered part of the maximum time limit provided to speakers. City staff will queue the electronic information when the public member is called upon to speak. Materials shown to the Commission during the meeting are part of the public record and may be retained by the City.

The City of Escondido is not responsible for the content of any material presented, and the presentation and content of electronic media shall be subject to the same responsibilities regarding decorum and presentation as are applicable to live presentations.

If you wish to speak concerning an item not on the agenda, you may do so under "Oral Communications" which is listed at the beginning and end of the agenda. All persons addressing the Planning Commission are asked to state their names for the public record.

Availability of supplemental materials after agenda posting: any supplemental writings or documents provided to the Planning Commission regarding any item on this agenda will be made available for public inspection in the Planning Division located at 201 N. Broadway during normal business hours, or in the Council Chambers while the meeting is in session.

The City of Escondido recognizes its obligation to provide equal access to public services for individuals with disabilities. Please contact the A.D.A. Coordinator, (760) 839-4643 with any requests for reasonable accommodation at least 24 hours prior to the meeting.

The Planning Division is the coordinating division for the Planning Commission.
For information, call (760) 839-4671.

E. WRITTEN COMMUNICATIONS:

"Under State law, all items under Written Communications can have no action, and will be referred to the staff for administrative action or scheduled on a subsequent agenda."

1. Future Neighborhood Meetings

F. ORAL COMMUNICATIONS:

"Under State law, all items under Oral Communications can have no action, and may be referred to the staff for administrative action or scheduled on a subsequent agenda."

This is the opportunity for members of the public to address the Commission on any item of business within the jurisdiction of the Commission.

G. PUBLIC HEARINGS:

Please try to limit your testimony to 2-5 minutes.

1. MASTER AND PRECISE PLAN MODIFICATION – PHG 17-0005:

REQUEST: A modification to a Master and Precise Development Plan for ARCO AM/PM to install eight vacuum stalls with a canopy/shade structure and a masonry retaining/screen wall along the northern portion of the project site. The vacuum equipment would be located within a separate 186 SF equipment building designed to match the architecture of the convenience store and car wash. The project also includes a 310 SF expansion to the storage building located behind the existing convenience store; installation of an approximately 499 gallon propane tank; relocation of the trash enclosure and air/water station, installation of four new parking spaces, and landscape improvements. The eucalyptus trees located towards the northeastern corner of the site would be removed and replaced with new specimen-sized trees. Grading to support the new stalls and retaining/screen wall would require a variety of construction equipment to remove the existing granite rocks, which may necessitate drilling, blasting or other alternative rock breaking/removal methods. The proposal also includes the adoption of the environmental determination prepared for the project.

PROPERTY SIZE AND LOCATION: The 1.34-acre site is located at the northeastern corner of W. El Norte Parkway and Iris Lane, addressed as 450 W. El Norte Parkway.

ENVIRONMENTAL STATUS: The proposed project is categorically exempt from environmental review in conformance with CEQA Section 15301, Existing Facilities.

APPLICANT: Mike Namou

STAFF RECOMMENDATION: Approval

COMMISSION ACTION:

PROJECTED COUNCIL HEARING DATE:

H. CURRENT BUSINESS:

Note: Current Business items are those which under state law and local ordinances do not require either public notice or public hearings. Public comments will be limited to a maximum time of three minutes per person.

1. [CLIMATE ACTION PLAN UPDATE - PHG 18-0009](#): Informational presentation on Climate Action Plan – status update.

I. ORAL COMMUNICATIONS:

"Under State law, all items under Oral Communications can have no action and may be referred to staff for administrative action or scheduled on a subsequent agenda."

This is the opportunity for members of the public to address the Commission on any item of business within the jurisdiction of the Commission.

J. PLANNING COMMISSIONERS

K. ADJOURNMENT

CITY OF ESCONDIDO

**ACTION MINUTES OF THE REGULAR MEETING OF THE
ESCONDIDO PLANNING COMMISSION**

June 26, 2018

The meeting of the Escondido Planning Commission Meeting was called to order at 7:00 p.m. by Chairman Spann, in the City Council Chambers, 201 North Broadway, Escondido, California.

Commissioners present: James Spann, Chairman; Don Romo, Vice-chairman; Michael Cohen, Commissioner; Joe Garcia, Commissioner; Mark Watson, Commissioner; and Stan Weiler, Commissioner.

Commissioners absent: James McNair, Commissioner.

Staff present: Bill Martin, Director of Community Development; Mike Strong, Assistant Planning Director; Darren Parker, Associate Planner; Ann Dolmage, Associate Planner; Owen Tunnell, Principal Engineer; Adam Phillips, Deputy City Attorney; and Ty Paulson, Minutes Clerk.

MINUTES:

Moved by Commissioner Garcia, seconded by Commissioner Cohen, to approve the minutes of the May 8, 2018, meeting. Motion carried unanimously. (6-0)

WRITTEN COMMUNICATIONS. Received.

FUTURE NEIGHBORHOOD MEETINGS. Received.

ORAL COMMUNICATIONS: None.

PUBLIC HEARINGS:

1. **DOWNTOWN SPECIFIC PLAN AMENDMENT AND CONDITIONAL USE PERMIT – PHG 17-0014; PHG 17-0015 AND ENV 17-0003:**

REQUEST: The project includes three components. The first component modifies Article 1 (Definitions) of the Escondido Zoning Code to define drive-through establishments. The second component is an Amendment to the Downtown Specific Plan to allow drive-through restaurants within the Center City Urban (CCU) and Gateway Transit (GT) Districts, which currently prohibits this type of

use. The third component of the project is a Conditional Use Permit (CUP) to allow the construction of a 1,900-square-foot Starbucks coffee shop with drive-through, at 350 West Valley Parkway. The proposed Specific Plan Amendment enables the review and consideration of the site development plan application and would authorize future development of drive-through establishments within the Centre City Urban and Gateway Transit Districts of the Downtown Specific Plan area with issuance of a CUP. Upon issuance of a CUP and completion of the project, the existing Starbucks franchise operating at 320 W. Valley Parkway would relocate to the new facility. The vacated building would remain vacant or be leased to another permitted business or land use activity. The proposal also includes the adoption of a Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.

PROPERTY SIZE AND LOCATION: The proposed Downtown Specific Plan Amendment (SPA) would change the use allowance matrix of the Gateway Transit (GT) and the Centre City Urban (CCU) Districts. The proposed Starbucks-drive through business would be located within an approximately 4.58-acre commercial center on the north side of West Valley Parkway between Escondido Boulevard and Center City Parkway, addressed as 350 West Valley Parkway (APN 229-332-45).

Darren Parker, Associate Planner, referenced the staff report and noted staff issues were the appropriateness of the proposed Specific Plan Amendment to allow drive-through establishments within the Downtown Specific Plan (Center City Urban and Gateway Transits Districts), and whether the subject commercial site is appropriate for the proposed drive-through establishment and whether the operation would impact adjacent uses. Staff recommended approval for the following reasons:

- The Zoning Code Amendment adds definitions for “drive-through business” to the Zoning Code. This amendment is necessary to establish parameters to this particular use category type. The Specific Plan Amendment proposes to add a new land use category to the Specific Plan to conditionally permit drive-through businesses. This would maximize the City’s ability to exercise discretionary review of applications for drive-through establishments. Discretionary review is a higher level of review of land use development applications. The decision-maker may exercise discretion in granting approval of drive-through establishments proposals.
- The subject site is appropriate for a drive-through business since the site is located within a large commercial shopping center, with adequate access, and conditions of approval would be applied to the Project, which would address

any potential impacts the business may have on other adjacent businesses and adjacent properties.

- The Final IS/MND has been prepared in compliance with all requirements contained on the California Environmental Quality Act and Article 47 (Environmental Quality Regulations) of the Escondido Zoning Code. The project applicant has agreed to implement all mitigation measures identified in the Final IS/MND in order to reduce all potentially significant environmental impacts to a less-than-significant level, in accordance with the Mitigation Monitoring Reporting Program (MMRP) prepared for the project.

Commissioner Watson asked several clarification questions to City staff and the applicant regarding customer-base use limitations, ADA accessibility, the proposed lighting schedule, trash collection and architectural design issues.

ACTION:

Moved by Chairman Spann, seconded by Commissioner Weiler, to approve staff's recommendation. Motion carried. Ayes: Weiler, Cohen, Romo, Spann, and Garcia. Noes: Watson. (5-1)

2. REZONE, MASTER DEVELOPMENT PLAN, TENTATIVE SUBDIVISION MAP, GRADING EXEMPTION, SPECIFIC ALIGNMENT PLAN, AND DEVELOPMENT AGREEMENT – SUB 15-0002, PHG 15-0004, and ENV 15-0001:

REQUEST: The proposed project would rezone the 40.62-acre development site from RE-20 (Residential Estates; 20,000 SF minimum lot size) to PD-R (Planned Development- Residential), and a Master Development Plan would implement lot clustering and establish development standards for a new residential subdivision. The project also includes a Tentative Subdivision Map for 55 single-family residential lots, eight open space lots, a private street lot, and an emergency access street lot. Residential lot sizes in the new development would range from approximately 10,005 SF to 24,557 SF, with an average residential lot size of 11,915 SF. Approximately 20.04 acres of open space would be provided to offset the reduction of residential lot sizes as required by the Escondido General Plan, as well as to provide recreation space, stormwater facilities, and protection of biologically sensitive areas. Grading Exemptions are requested to allow fill slopes up to 64' within 50' of the property line; fill slopes up to 65' beyond 50' of the property line; and cut slopes up to 42'. An application for a Precise Development Plan would be filed at a later time to provide details on architectural design. A Specific Alignment Plan application was filed in conjunction with the proposed

project and proposes improvements to Bear Valley Parkway between Ranchito Drive and the north end of the residential development site. A Development Agreement proposes terms for the acquisition of right-of-way to complete these improvements, as well as financial responsibility for their completion. The request also includes certification of the Final Environmental Impact Report prepared for the project.

PROPERTY SIZE AND LOCATION: The 40.62-acre residential development site is located on the east side of Bear Valley Parkway, north of Sunset Drive/Ranchito Drive and south of Choya Canyon Road. It is addressed as 661 Bear Valley Parkway (APNs 237-131-01 and 237-131-02).

Ann Dolmage, Associate Planner, referenced the staff report and noted staff issues were whether the proposed residential lot clustering, and the Rezone and Planned Development approvals necessary to implement this clustering, are appropriate for the project site and the surrounding area, whether the development standards proposed under the Preliminary and Master Development Plan are appropriate for the project and consistent with standards for similar residential developments in the area, whether the proposed Specific Alignment Plan improvements are appropriate for the affected segment of Bear Valley Parkway and beneficial to the residential development as well as the wider community, and whether the project conforms to guidelines and policies for development on slopes, as described in the Grading Ordinance and the General Plan. Staff recommended approval based on the following:

- The current zoning of the project site is RE-20 (Residential Estates; minimum lot size of 20,000 SF). The applicant has proposed a development design that would establish 55 residential lots, with net lot sizes ranging from 10,005 SF to 24,557 SF, and an average net lot size of 11,645 SF. The General Plan's Residential Clustering Policy 5.1 allows single-family residential projects in the E2 designation to contain lots as small as 10,000 SF when a planned development or specific plan is in effect and lot clustering is utilized. The applicant requests approval of a Rezone to Planned Development-Residential to implement lot clustering. Per Residential Clustering Policy 5.2, clustering is intended not to maximize density or yield or circumvent zoning, but as a tool to preserve slopes, ridgelines, or sensitive habitat, or to provide a community benefit. The proposed clustering would allow the project to designate open space areas to protect slopes and biologically sensitive areas, and to provide recreational amenities and bioretention facilities.
- Although the development would require review and approval of a Precise Development Plan to include details on building elevations, floor plans,

recreational amenities, etc., the applicant has provided details about proposed development standards with the Master Development Plan request, which enables sufficient land use character context assessment and site design review. Many of the proposed standards are similar to those of the Single Family Residential (R-1) zone, the zone characterized by lot sizes similar to those in the proposed development. All proposed deviations from R-1 standards are identified. As set forth, the proposed project would create a viable solution to a unique set of design challenges and spatial complexities on-site.

- The project includes a Specific Alignment Plan (SAP) for widening and improvements on a segment of Bear Valley Parkway between Sunset/Ranchito Drive and the northernmost point of the proposed residential development site. The SAP would be implemented across three phases, each of which would require acquisition of additional right-of-way and/or vacation of existing right-of-way as depicted on the plans provided by the applicant. The first phase would construct improvements along the residential development frontage, to include a second northbound lane, curb, gutter, “green street” stormwater facilities (e.g., vegetated swales and street tree wells), bike lane relocation, and utility pole relocation. The second phase would extend these improvements southward, along the eastern frontage between Sunset/Ranchito Drive and the south end of the proposed development site. The third phase would install similar improvements along the west side of Bear Valley Parkway for the entire road segment between the north end of the project site and Sunset/Ranchito Drive, including a second southbound lane (bringing the total number of lanes to four), curb, gutter, sidewalk, green street measures, and bike lane relocation. The third phase would also construct a median in this segment of Bear Valley Parkway and realign and signalize the Encino/Bear Valley intersection. Phase Three would not be the responsibility of the applicant or developer, and at this time there is no timeline for its completion; it is shown on the applicant’s SAP plans only for informational purposes so that City staff and decision-makers can see how improvements installed by the applicant/developer will fit in with the ultimate configuration for Bear Valley Parkway. The proposed SAP improvements would bring the segment of Bear Valley Parkway adjacent to the proposed residential development into closer conformity with Major Road design standards as described in the Mobility and Infrastructure Element of the General Plan. The additional northbound lane to be provided by the applicant or developer would help to ease congestion for motorists in the relative short-term, as would the additional southbound lane to be constructed at some point in the future. New sidewalks on Bear Valley Parkway would provide a safe walking environment for pedestrians and

existing bike lanes would be retained with minor relocation to make room for other improvements. The design of the street improvements incorporates measures for managing stormwater runoff. While not included in the SAP per se, the applicant has proposed to signalize the project entrance as a project feature, which would simplify ingress and egress for residents of the development and promote safety for other motorists and roadway users on Bear Valley Parkway.

- The City's Grading Ordinance (Article 55 of the Zoning Code) includes policies and guidelines for the Hillside and Ridgeline Protection Overlay District. This district includes parcels that are located in proximity to an identified intermediate or skyline ridge and/or contain slopes of 15 percent or greater on any portion of the parcel. Per General Plan Residential Development Policies 3.11 and 3.13 and Community Character Policy 1.12, as well the Grading Ordinance, development on slopes over 35 percent is prohibited. Density allowed in this slope category by the applicable General Plan land use designation may be transferred to flatter slopes on the development site, when the site is located within a planned development zone or specific plan.

Though no ridgelines are identified on the project site per the hillside and ridgeline overlay map on file in the Community Development Department, a slope analysis provided by the applicant indicates that the site contains slopes over 15 percent, including some slopes that exceed 35 percent. The proposed project includes a request for a Rezone from Residential Estates, 20,000 SF minimum (RE-20) to Planned Development-Residential (PD-R), as well as approval of a Preliminary and Master Development Plan. Therefore, density assigned to the slopes exceeding 35 percent may be transferred to lesser slopes on the project site.

Per the slope analysis, most slopes over 35 percent on the project site are concentrated within areas that are precluded from any grading or construction activities, such as Lot H. However, small and isolated areas of steep slopes do exist within areas of the project site where grading and/or improvements are proposed, including Open Space Lots C through E, a portion of Lot G that falls within the grading boundary, the right-of-way dedication area along Bear Valley Parkway, the emergency access road lot, and the far rear corner of Lot 43. The Grading Ordinance states that "small isolated areas of slope over thirty-five (35) percent will be reviewed by the director for their development potential" (Section 33-1067.B of the City of Escondido Zoning Code), which gives the City the discretion to allow development on slopes that do not meet the standards for protection as envisioned by the General Plan and implementing ordinances. For the

reasons stated within this staff report, sufficient information has been provided to make a determinative finding to support the foregoing encroachments into limited steep slope areas.

Rick Monteiro, Escondido, expressed his concern with the project impacting the ingress and egress to his property. He did not feel the infrastructure was adequate to handle the traffic, noting his concern with the increase in average daily trips the project would create.

Mike Peters, Escondido, felt the developer did a good job with the project. He expressed his concern with the current traffic issues and felt Phase 1 and 2 should be completed at the same time. He also expressed concern with the traffic study not being current.

Steven Slebioda, Escondido, was not opposed to the project but was concerned with how the drainage would be mitigated for the area. He noted that the drainage pipes underneath Choya Canyon Road were currently plugged with roots and created drainage issues. He also felt Phase 1 and 2 should have strict timelines due to being concerned with issues with traffic patterns and being able to enter onto Bear Valley Parkway from his property.

William Cox, Escondido, referenced his letter dated June 26, 2018 along with providing some pictures of Choya Canyon Road with regard to drainage and flooding issues. He stated that the drainage pipe under Choya Canyon Road needed to be cleaned out along with trees being removed. He also stated that he represented approximately 20 homeowners.

Dana Wohlford, Escondido, owner applicant, provided the background history for the subject property and noted that they had worked with staff and concurred with their findings. She asked that the Commission approve staff's recommendation. She then noted that her consultant team was available for questions.

Jack Henthorn, Consultancy Team, stated that Phase 1 and 2 would be installed concurrently. He then referenced the proposed street improvements. He stated that the drainage pipe underneath Choya Canyon Road was not on their property, noting they were happy to help with drainage coming off of the subject property.

Commission discussion ensued regarding a clarification of Phase 3, the proposed architecture for the project, setbacks, and age of the traffic counts.

ACTION:

Moved by Commissioner Weiler, seconded by Vice-chair Watson, to approve staff's recommendation. Motion carried unanimously. (6-0)

ORAL COMMUNICATIONS: None.

PLANNING COMMISSIONERS: No comments.

ADJOURNMENT:

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Chair Spann adjourned the meeting at 9:03 p.m. The next meeting was scheduled for July 10, 2018, at 7:00 p.m. in the City Council Chambers, 201 North Broadway, Escondido, California.

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Mike Strong, Secretary to the Planning Commission

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Ty Paulson, Minutes Clerk

PLANNING COMMISSION

Agenda Item No.: G.1
Date: July 10, 2018

CASE NUMBER: PHG 17-0005
APPLICANT: Mike Namou (R Namou Corp.)
LOCATION: 450 W. El Norte Parkway (APN 226-201-23)
TYPE OF PROJECT: Modification to a Master and Precise Development Plan

PROJECT DESCRIPTION: A modification to a Master and Precise Development Plan for ARCO AM/PM to install eight vacuum stalls with a canopy/shade structure and a masonry retaining/screen wall along the northern portion of the project site. The vacuum equipment would be located within a separate 186 SF equipment building designed to match the architecture of the convenience store and car wash. The project also includes a 310 SF expansion to the storage building located behind the existing convenience store; installation of an approximately 499-gallon propane tank; relocation of the trash enclosure and air/water station, installation of four new parking spaces, and landscape improvements. The eucalyptus trees located towards the northeastern corner of the site would be removed and replaced with new specimen-sized trees. Grading to support the new stalls and retaining/screen wall would require a variety of construction equipment to remove the existing granite rocks, which may necessitate drilling, blasting or other alternative rock breaking/removal methods.

STAFF RECOMMENDATION: Approval

GENERAL PLAN DESIGNATION: PC (Planned Commercial)

ZONING: PD-C (Planned Development-Commercial)

BACKGROUND/SUMMARY OF ISSUES: The ARCO AM/PM gas station/convenience store originally was approved in 1997 as part of a larger Master Development Plan (City File No. 97-24-PD) and modified in 2011 (PHG 11-0007) to allow an automated carwash on the site and propane tank. The propane tank never was installed. A small storage building, pay station kiosk and menu board/sign were later added to the site. Although the Master Plan was amended to include a carwash facility, it did not include any vacuum stations. Vacuum stations typically are accessory uses to carwash facilities and most automated carwash facilities associated with a gasoline station/convenience store typically have one or two smaller vacuum machines. Staff has determined the number, size and extent of the overall request is subject to a Master Plan modification that requires a noticed public hearing, rather than the Precise Plan modification that does not require public notice.

The City Council recently adopted an Ordinance (Ord. 2018-13) regarding the development of carwash facilities that would require a Conditional Use Permit for any new facilities within certain commercial and industrial zones, and includes specific development/design standards. A Conditional Use Permit would not be required for this existing carwash because it is within a Planned Commercial zone and there already is an existing carwash use on the site that was permitted through the discretionary Planned Development process. The project has been designed to conform to the new development standards, including screening and providing appropriate stacking for the existing drive-through car wash building. Staff has coordinated a review of the proposal and identified the following issue.

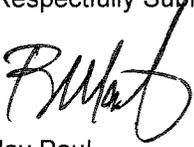
1. Appropriateness of the addition of the vacuum stations and other proposed improvements on the site and whether the new facilities would be compatible with adjacent uses and create any adverse noise, traffic or visual impacts.

REASONS FOR STAFF RECOMMENDATION:

1. Staff believes the proposed vacuum stations and other proposed improvements would be appropriate because the property is currently developed with a gasoline station/convenience store and carwash building.

Similar automated carwash facilities have been developed or planned throughout the City and provide a necessary service to Escondido residents. Appropriate landscape buffers, screening and setbacks from adjacent uses also would be provided in accordance with the General Plan Planned Commercial criteria for the site and carwash design standards. The applicant has demonstrated that potential impacts related to land-use compatibility, visual, noise and traffic/on-site circulation have been minimized to conform to city standards and reduce potential impacts to neighboring residents.

Respectfully Submitted,


for Jay Paul
Senior Planner

OS-P

PZ
R-1-10

RE-20

R-1-7

CP

PD-R 12

IRIS LN

EL NORTE PKWY

PD-C

RT

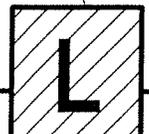
R-2-10

R-3-18

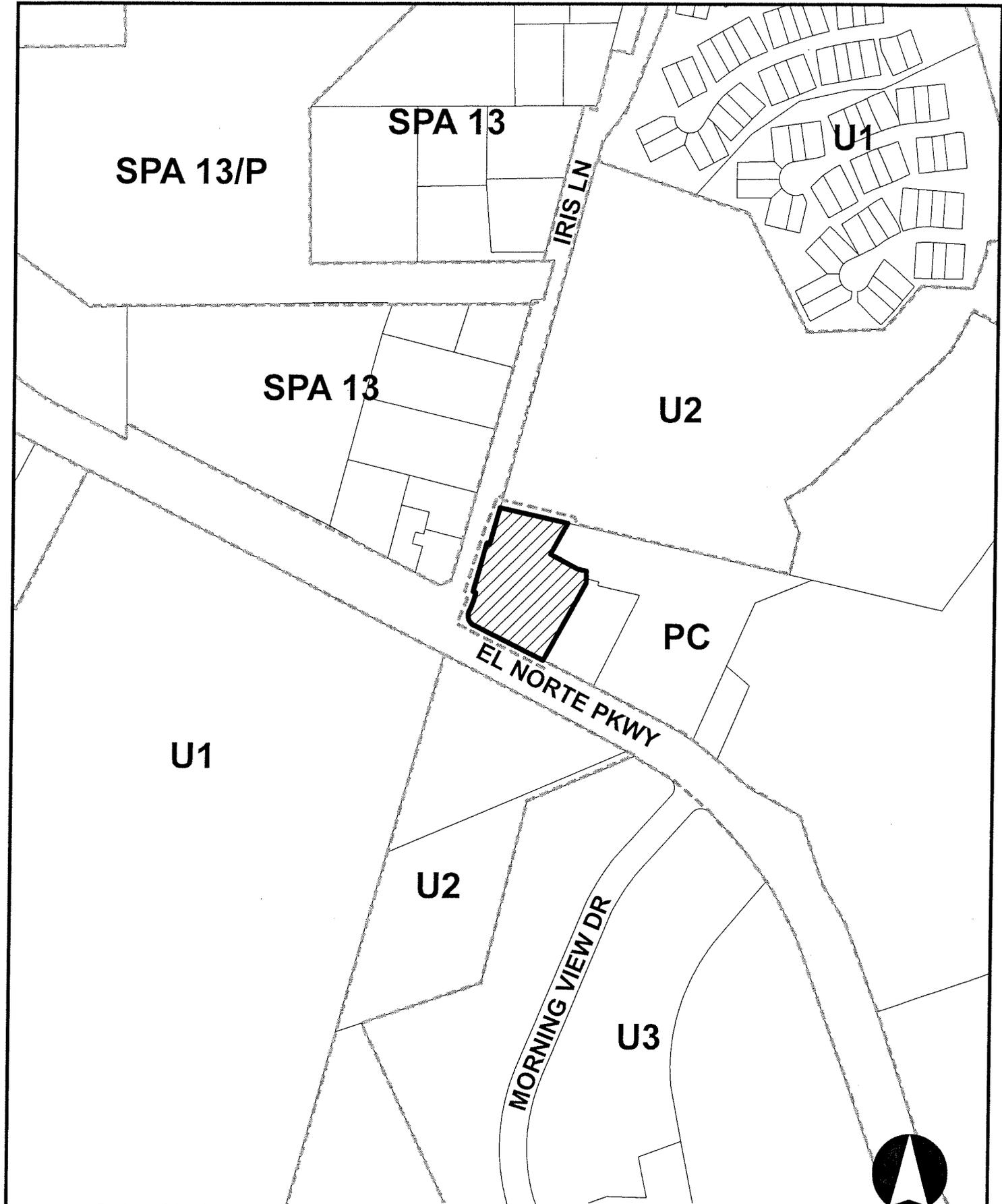
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PROPOSED PROJECT
PHG 17-0005



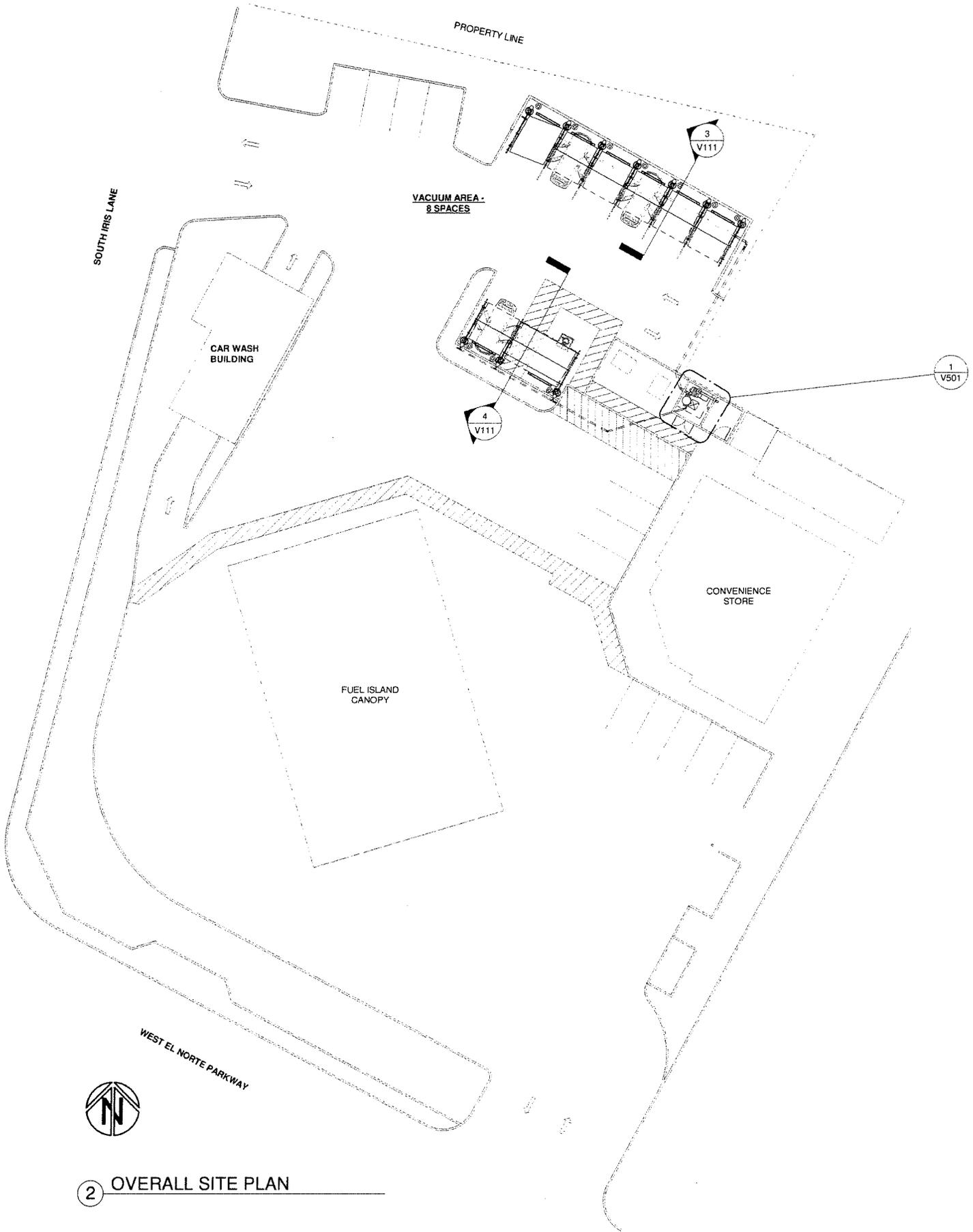
LOCATION/ZONING



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**PROPOSED PROJECT
PHG 17-0005**



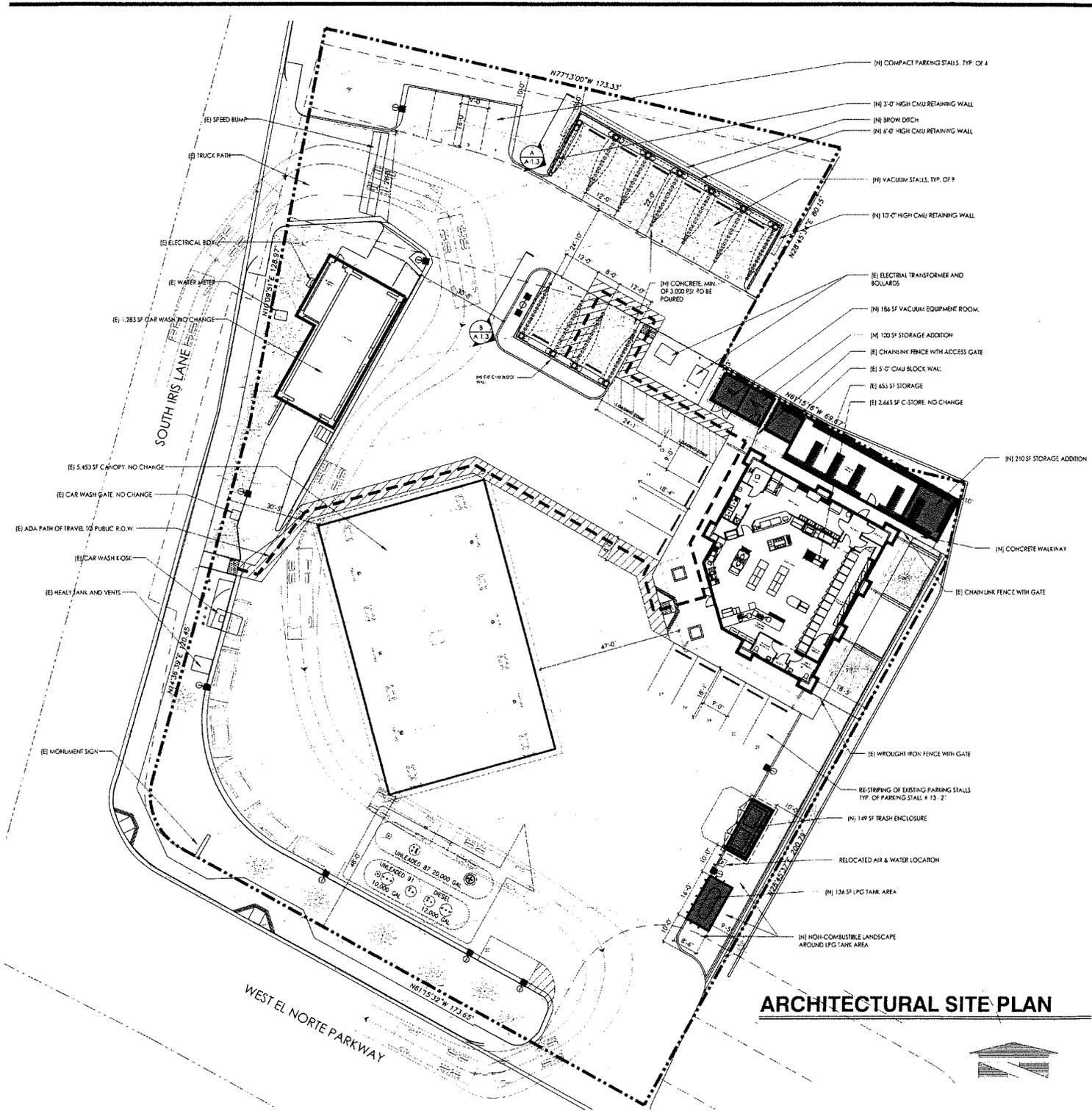


2 OVERALL SITE PLAN

PROPOSED PROJECT
PHG 17-0005

S

SITE PLAN



ARCHITECTURAL SITE PLAN

SITE DATA

ADDRESS: 450 WEST EL NORTE PARKWAY
ESCONDIDO, CA 92026

APN: 226-201-2300

LOT SIZE: 58,370.4 SQ. FT. (1.34 ACRES)

COUNTY: SAN DIEGO

EXISTING ZONING: PLANNED DEVELOPMENT COMMERCIAL (PD-C)

BUILDING AREA:

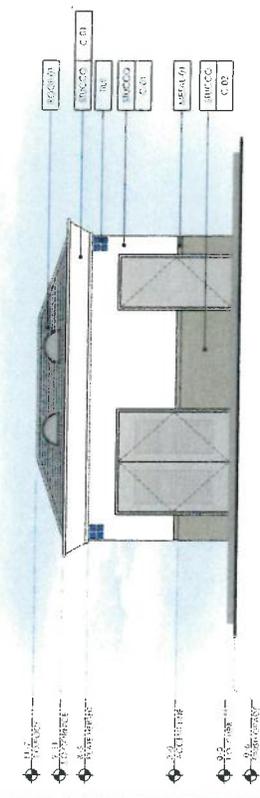
(E) C-STORE	2,665 S.F.
(E) CANOPY	5,453 S.F.
(E) CAR WASH	1,283 S.F.
(E) STORAGE	655 S.F.
(N) VACUUM EQUIPMENT ENCLOSURE	186 S.F.
(N) STORAGE ADDITION	310 S.F.
(N) TRASH ENCLOSURE	149 S.F.
TOTAL:	10,701 S.F.

SCOPE OF WORK

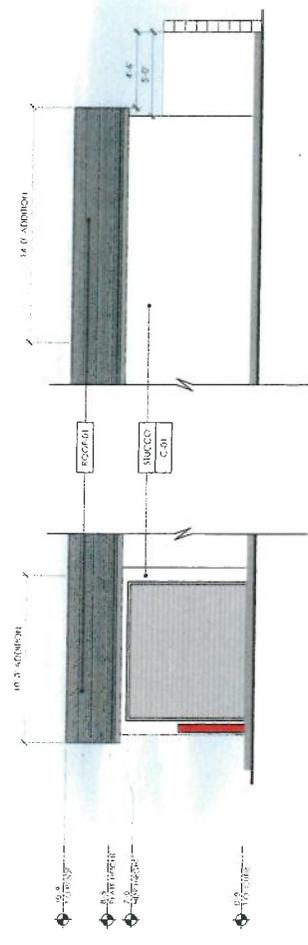
1. CONSTRUCT AND BUILD NINE (9) NEW VACUUM STALLS AT NORTH SIDE OF PROPERTY.
2. ADDITION OF 4 NEW PARKING STALLS AT NORTH END OF PROPERTY. SEE SITE PLAN.
3. DEMO EXISTING TRASH ENCLOSURE.
4. SITE IMPROVEMENTS AND NEW PLANTERS TO BE CONSTRUCTED SEE SITE PLAN.
5. REPLACE ALL EXIST ASPHALT AT EXISTING PARKING STALLS. NEW CONCRETE TO BE POURED AT PARKING STALLS. SEE SITE PLAN.
6. NEW 186 SF VACUUM EQUIPMENT ROOM TO BE CONSTRUCTED.
7. 310 SF ADDITION TO EXISTING 655 SF STORAGE ROOM. SEE SITE PLAN FOR LOCATION.
8. CONSTRUCT NEW 2 - BIN TRASH ENCLOSURE AT SOUTH-EAST LOCATION. SEE SITE PLAN.
9. CONSTRUCT NEW 136 SF LPG TANK. FOR A 499-GAL TANK AREA AT SOUTH-EAST LOCATION. SEE SITE PLAN.
10. RELOCATE EXISTING AIR & WATER TO NEW LOCATION. SEE SITE PLAN.
11. SITE LANDSCAPE IMPROVEMENTS. SEE LANDSCAPE PLANS.

PROPOSED PROJECT
PHG 17-0005

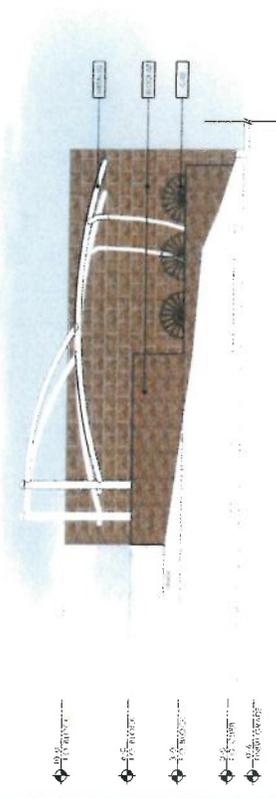
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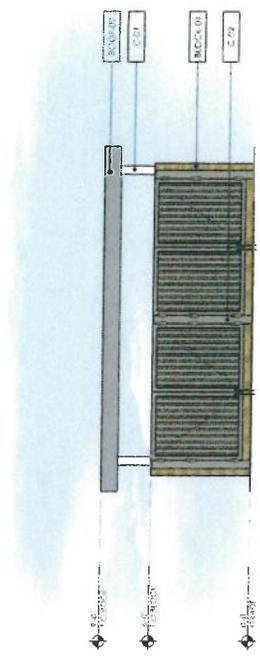
1 EQUIPMENT ROOM



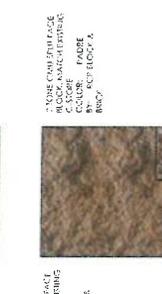
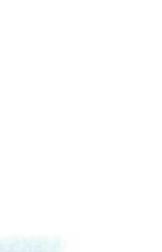
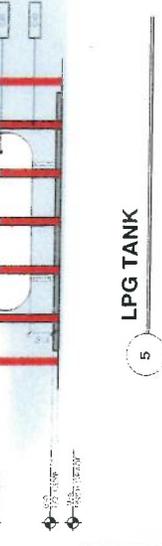
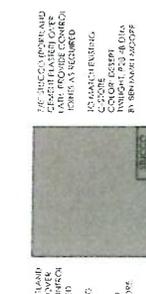
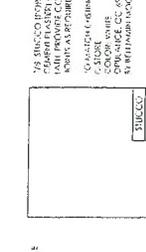
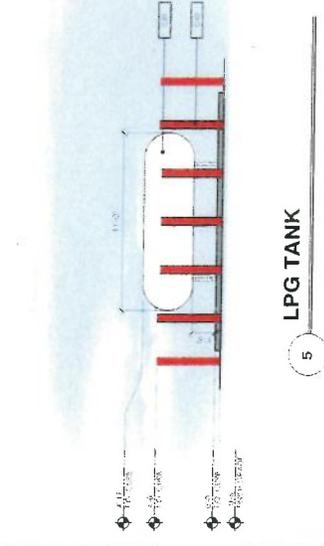
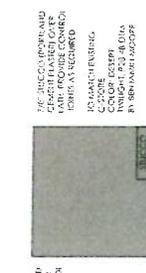
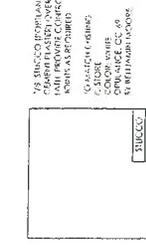
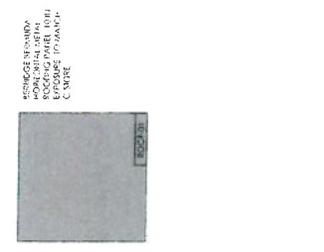
2 STORAGE ROOM



3 VACUUM STALLS

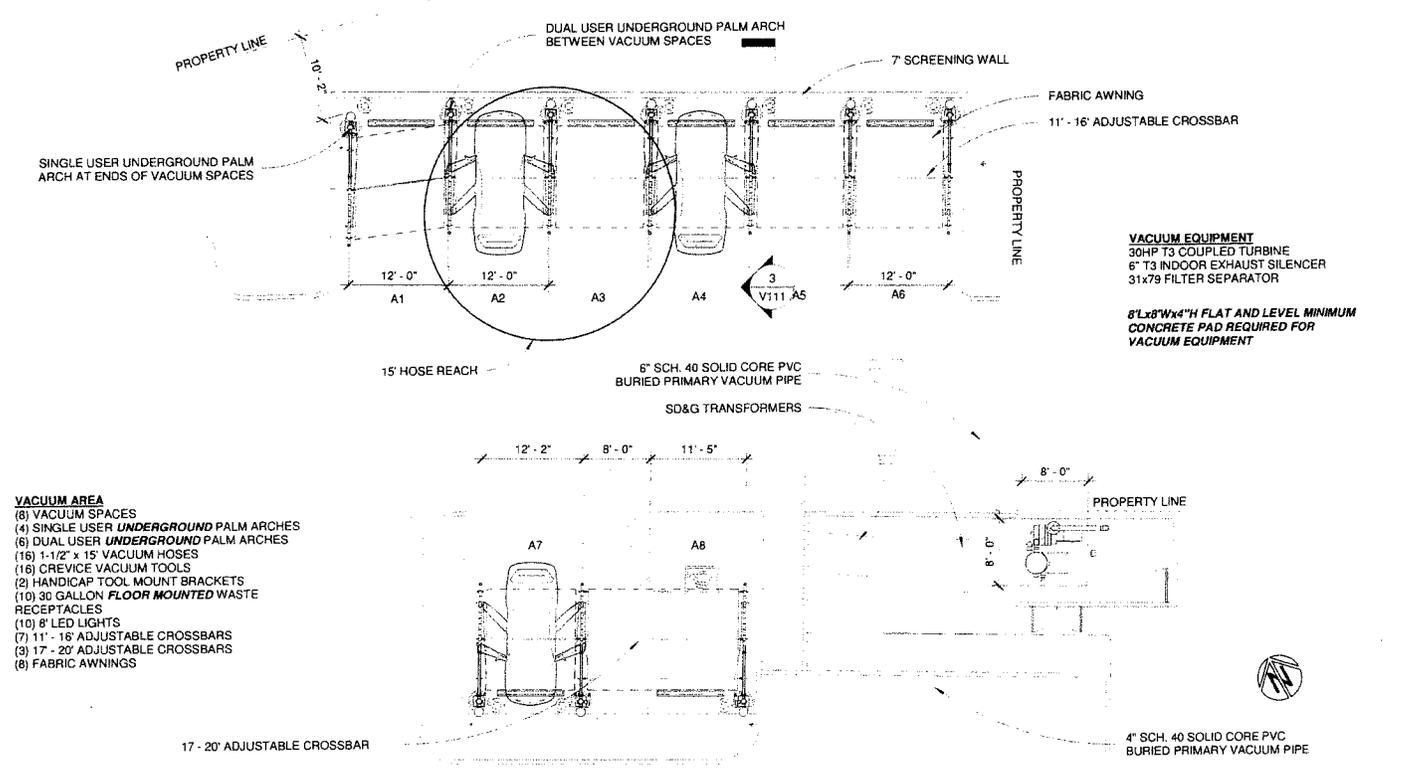


4 TRASH ENCLOSURE

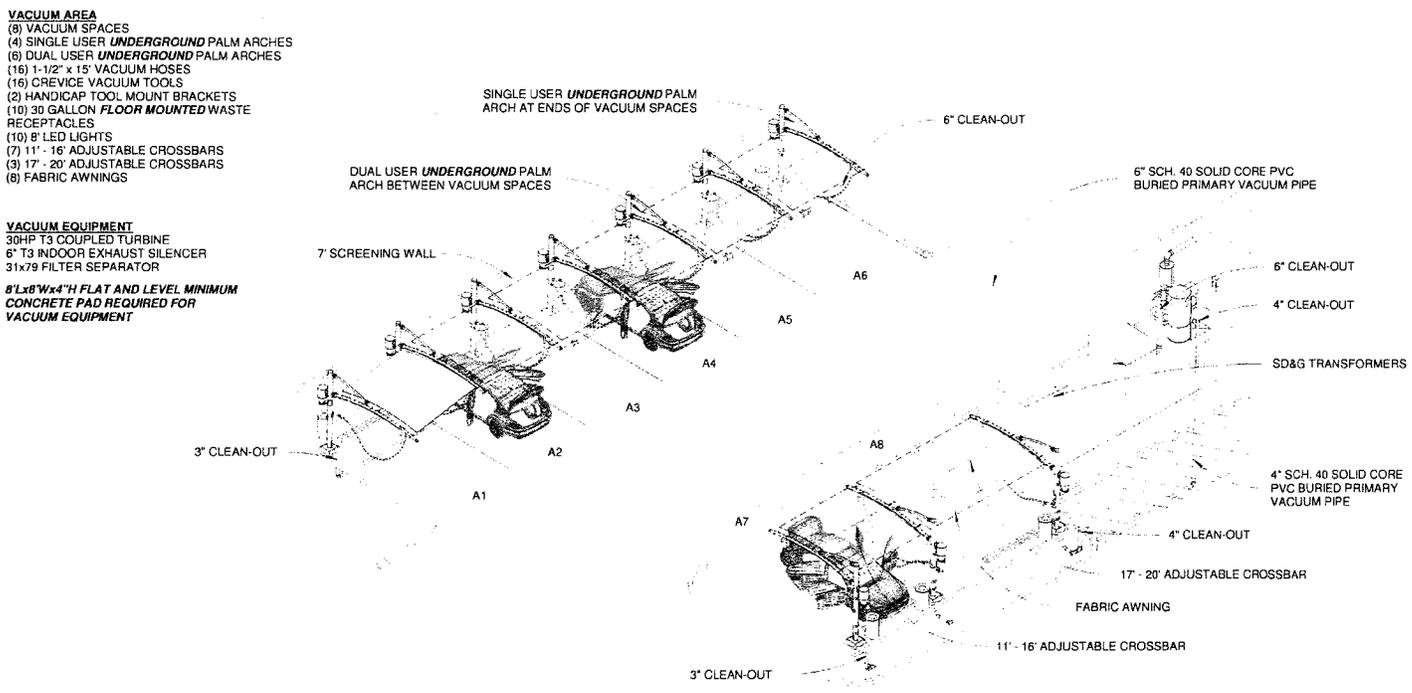


5 LPG TANK





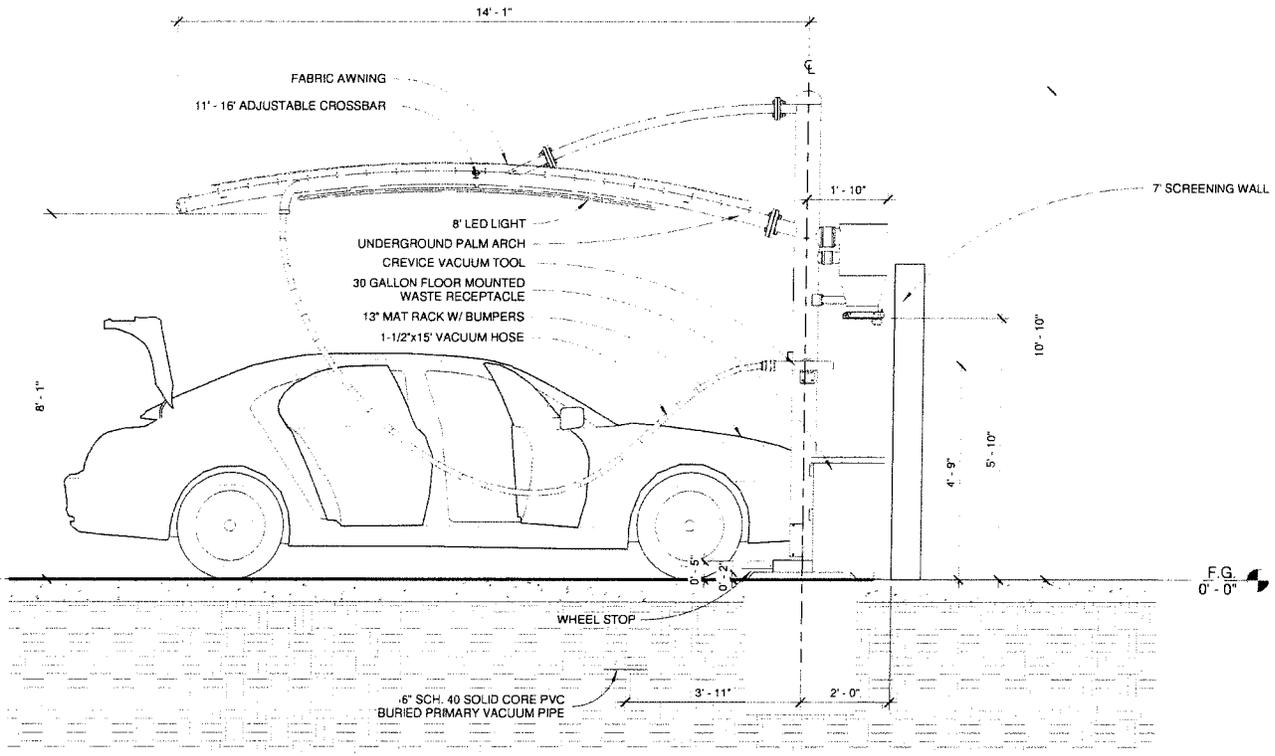
1 SITE PLAN



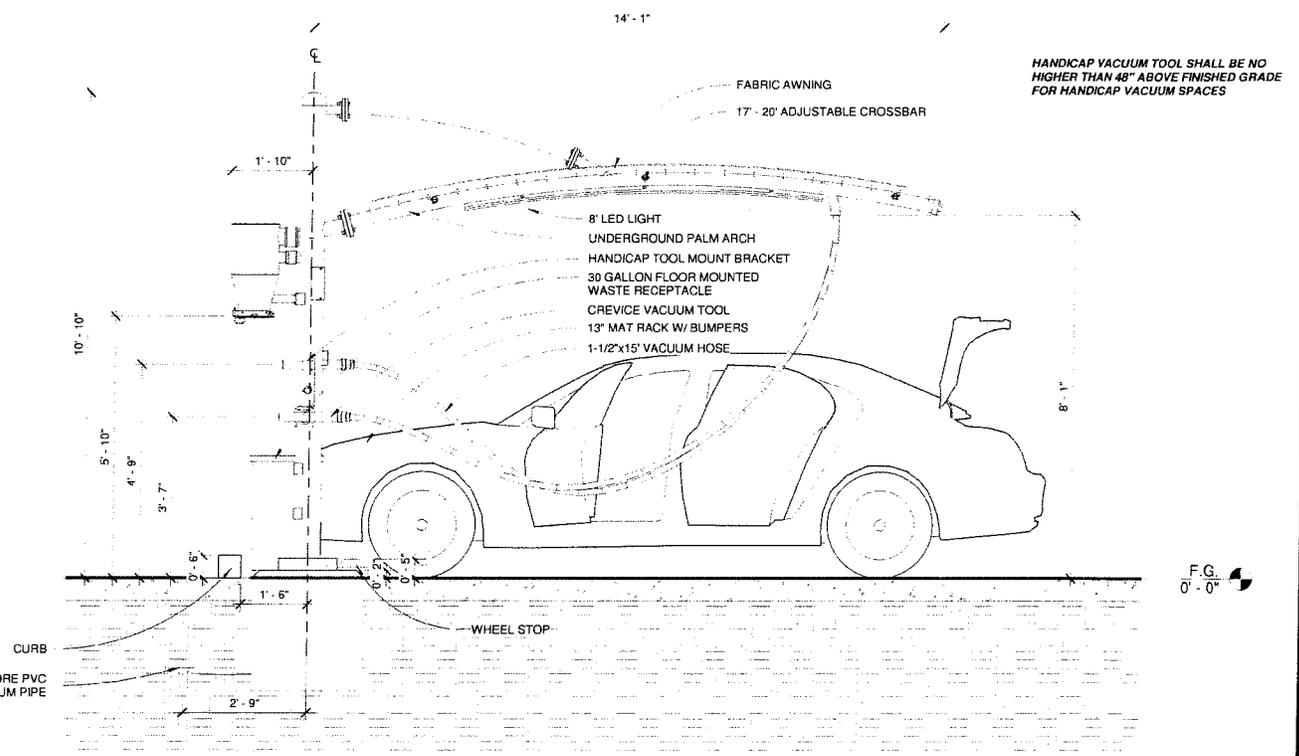
2 SITE ISOMETRIC

PROPOSED PROJECT
 PHG 17-0005





3 TYPICAL PARKING ELEVATION



4 HANDICAP PARKING ELEVATION

**PROPOSED PROJECT
PHG 17-0005**

E

PLANT PALLETTE

SYMBOL	BOTANICAL NAME/COMMON NAME	SIZE	QTY.	W.GOLS IV PLANT FACTOR
	GLEITSIA T. SHADEMASTER / SHADEMASTER HONEY LOCUST	24" BOX	5	L
	SCHINUS MOLLE / CALIFORNIA PEPPER	36" BOX	5	VL
	CUPRESSUS SEMPERVIRENS / ITALIAN CYPRESS	15 GAL.	1	L
	EXISTING TREE / PALM / ITALIAN CYPRESS TO REMAIN	N/A	VERIFY QTY.	-
	EXISTING TREES TO BE REMOVED	N/A	VERIFY QTY.	-

NOTE: PROVIDE A PRE-APPROVED ROOT BARRIER FOR ALL TREES PLANTED. THE BARRIER SHALL BE A MINIMUM OF 5.0' CLEARANCE BETWEEN TREE TRUNK AND ADJACENT STRUCTURE OR WALLS.

PROPOSED SHRUBS:

- 1 HESPERALOE PARVIFLORA / RED YUCCA
- 2 MUEHLENBERGIA C. REGAL MIST / PINK MUEHLY GRASS
- 3 SALVIA LEUCANTHIA / MEXICAN BUSH SAGE
- 4 HETEROMELES ARBUTIFOLIA / TOYON
- 5 PRUNUS I. LYONII / CATALINA CHERRY

PROPOSED VINES:

- FIGUS PUMILA
- MACFYDERIA UNGIS-CATI / CATS CLAW VINE

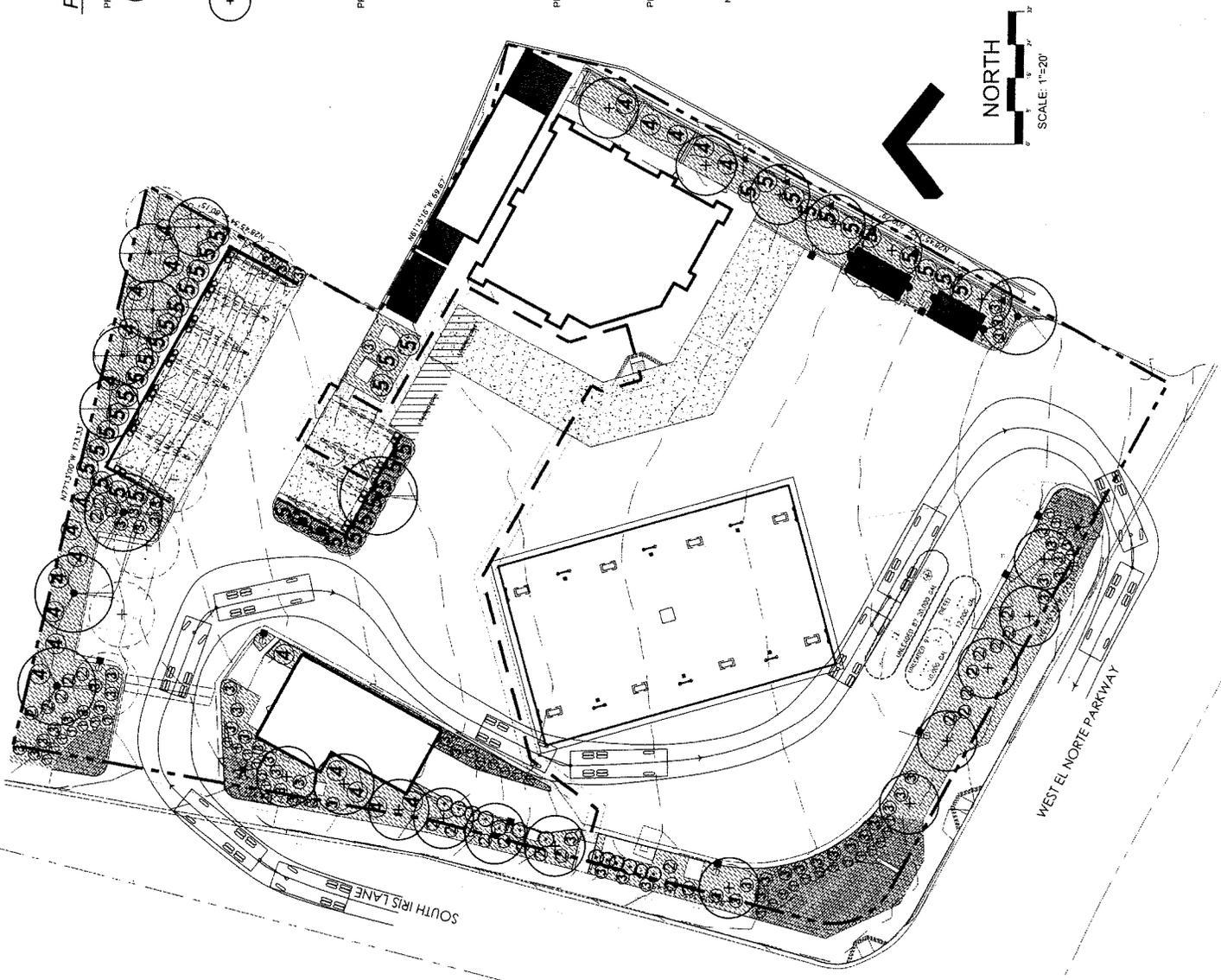
PROPOSED GROUND COVER:

- LANTANA GOLD / GOLD LANTANA
- NYCTOPORUM PARVIFOLIUM / NYCTOPORUM

NO SYMBOL

MEDIUM BARK MULCH THROUGHOUT ALL SHRUBS C. AREAS

NOTES:
 - ALL PROPOSED TREES, SHRUBS, VINE, AND GROUND COVER ARE TO BE IRRIGATED WITH AN AUTOMATIC ET BASED CONTROLLER AND DRIP IRRIGATION SYSTEM. SEE LANDSCAPE NOTES.
 - TOTAL LANDSCAPE AREA: 10,869 SF



PROPOSED PROJECT
 PHG 17-0005 -10-



ANALYSIS

A. LAND USE COMPATIBILITY/SURROUNDING ZONING

NORTH - PD-R 14.2 zoning (Planned Development Residential, 14.2 du/ac) / A two-story apartment complex is located north of the site. A landscaped slope is located along the northern property boundary and the apartment complex is situated approximately 15 feet higher than the ARCO property. The property boundary is located approximately midway up the slope and the adjacent apartment buildings are setback approximately 40 to 50 feet from the property line. The slope contains a variety of landscaping, including mature eucalyptus and pine trees. The perimeter slope landscaping provides a visual buffer between the two uses. Additional landscaping would be provided on-site to enhance the visual screening for the proposed vacuum area and remediate bare areas.

SOUTH - R-2-10 and RT zoning (Multi-Family Residential, up to 10 du/ac and a Mobilehome Park) / A three-story apartment complex and a mobile home park are located south of the ARCO site across El Norte Parkway.

EAST - PD-C zoning (Planned Development-Commercial) / A self-storage facility is located immediately east of the ARCO site. A masonry block wall separates the two properties. An access drive along the northern side of the ARCO property provides secondary access to the self-storage facility.

WEST - CP zoning (Commercial Professional) / A two-story dental office building and parking lot are located west of the ARCO site across Iris Lane. Single-family homes are located further northwest of the site.

B. AVAILABILITY OF PUBLIC SERVICES

1. Effect on Police Service - The Police Department expressed no concern regarding the proposed project and their ability to serve the site.
2. Effect on Fire Service - The Fire Department indicated that adequate services can be provided to the site and the proposed project would not impact levels of service.
3. Traffic - The site fronts onto and takes access from El Norte Parkway (Major Road, 102' R-O-W) on the south, and Iris Lane (Local Collector, 66' R-O-W) on the west. Both Circulation Element roadways are constructed to their ultimate improvements along the project frontage. Turn movements from El Norte Parkway are limited to right-in and right-out only due to the raised center median. The intersection of El Norte Parkway and Iris Lane is signalized. El Norte Parkway operates at a Level-of-Service "C" or better. Iris Lane also operates at a Level-of-Service "C" or better under existing conditions. The Engineering Division indicated the project is not anticipated to generate any significant increase in vehicle trips based on the SANDAG Vehicle Traffic Generation Rates for the San Diego Region.
4. Utilities - Water and sewer is available from existing mains in the adjoining streets or easements. The Engineering Department indicated the project would not result in a significant impact to public services or utilities.
5. Drainage - The Engineering Department has determined the project would not materially degrade the levels of service of the existing drainage facilities. Appropriate on-site drainage facilities would be incorporated into the design to conform to current storm water and industrial wastewater requirements.

C. ENVIRONMENTAL STATUS

1. In accordance with CEQA Section 15301, "Existing Facilities" the proposed project is exempt from environmental review.
2. In staff's opinion, no significant issues remain unresolved through compliance with code requirements and the recommended conditions of approval. The site also does not contain any sensitive or protected habitat.

D. GENERAL PLAN ANALYSIS

The General Plan land use designation for the site is Planned Commercial, which allows a variety of commercial activities within a self-contained, comprehensively planned commercial center. The specific General Plan Planned Commercial language for the site (Iris and El Norte) indicates that appropriate uses may include a mixture of office, restaurant and retail. Heavily landscaped buffers and separation shall be provided and shall substantially shield views of the site from surrounding residential development. The Master Plan has been previously amended to allow for a small automated carwash facility on the site.

E. PROJECT ANALYSIS

Whether the Proposed Vacuum Stations are Appropriate for the Site and Compatible with the Adjacent Residential and Commercial Uses

The site is located on the northeastern corner of the intersection of El Norte Parkway and Iris Lane, which are both classified as Circulation Element Roads. The northern side of the site is adjacent to a multi-family residential complex, which is located approximately 15 feet higher than the proposed vacuum stations. The two properties are separated by a landscaped slope which includes a mix a mature trees that generally screen views into the site. The property boundary is located midway up the slope with a wrought-iron fence separating the two sites. Commercial properties typically are required to provide a solid masonry separation wall when adjacent to residential uses. However, when the Master and Precise Development Plan for the ARCO project originally was approved, a solid masonry wall was not required due to the elevation difference between the two properties. A six to eight-foot-high wall located along the north property boundary would not project high enough above the adjacent pad elevation of the apartment complex to provide any additional buffer. Therefore, a dense landscape area was used to provide the necessary visual screening. A driveway/access easement also is located along the northern portion of the ARCO site that provides secondary access to the adjacent self-storage facility.

The new carwash design standards (recently adopted by the City Council) require vacuum stations and related equipment to comply with the setbacks for the principal structure and to be designed to reduce potential visual impacts from the vacuum stations and waiting cars as viewed from surrounding development. The Planned Development zone does not have specific setback requirements which are established as part of the Master Plan and public hearing process. The location of the proposed vacuum stations was selected due to the remaining space available on-site to accommodate the use, and also not to conflict with on-site circulation around the pump island, especially for the fueling trucks. The new vacuum stalls also would be located towards the back area of the site and approximately 15 feet lower than the adjacent northern development, which helps to block views from the adjacent streets. The carwash posts would vary between 10 feet to 28 feet from the northern property boundary. A solid masonry retaining/screen wall would be constructed around the six closest stalls to the northern property boundary, which also provides additional noise attenuation for the vacuum stalls and a visual screen from the northern apartment buildings. The cloth canopy feature would provide shade to the stalls, but also would further obstruct overhead views into the stalls. Extensive new landscaping is proposed to provide a visual buffer between the properties. Two separate vacuum stations also would be installed closer to the convenience store, including an accessible stall with appropriate path of travel to the store. A decorative masonry wall with additional landscaping also would be installed around these two stalls to provide appropriate screening from street views. A small amount of grading (cut) is required to construct the six vacuum stations within the existing landscape/slope area of the site. This includes a combination of retaining/screen wall and new cut slope for the additional four parking spaces. There is a rock outcropping located towards the corner of the proposed grading area that may require heavy rock breaking equipment or even blasting. The applicant indicated the actual extent of the rock removal would not be known until they actually begin removal of the material. Any blasting would be subject to the City's Blasting Ordinance and permits from the Fire Department. Appropriate public notice is required.

New equipment and storage buildings are designed to match the existing architecture and colors of the existing buildings. These buildings have been placed closer to the existing convenience store and self-storage facility to avoid potential compatibility and noise impacts to the adjacent residential property north of the site.

Propane Tank and Trash Enclosure

A 499-gallon propane tank is proposed to be located along the eastern property boundary in order to provide retail propane sales/tank refills. A propane tank originally was approved in a similar location on the site, but never was constructed. The proposed propane tank would be mounted horizontally in order to reduce potential visual impacts and would be located within a modified landscape area to provide appropriate screening. The existing trash

enclosure would be removed to accommodate two vacuum stalls and reconstructed adjacent to the propane tank along the eastern boundary of the site. The trash enclosure would be constructed to conform to the current storm water requirement, to include a solid roof structure and landscape screening. The existing landscape planter and raised concrete curbing would be reconfigured to avoid conflicts with the adjacent parking spaces/back-up area along the southern side of the convenience store. The Fire Department did not express any concerns regarding the location or size of the tank.

Noise

A noise study was prepared by Dr. Leslie Penzes to evaluate the potential impacts from the new vacuum system. The ARCO site is adjacent to multi-family residential on the north, and commercial development to the west across Iris Lane. Multi-family residential development also is located to the south across El Norte Parkway. The City's Noise Ordinance establishes noise limits that must be met at the property boundaries and also at the receiving land uses. Therefore, the new vacuum system would need to conform to the multi-family residential daytime standard of 55 dBA (average one-hour sound level) along the northern property boundary, and also the commercial standard of 60 dBA along the western and southern property boundaries. The City's Noise Ordinance also indicates that if the ambient noise environment is greater than the standard, the ambient becomes the standard. Previous noise measurements taken for the carwash facility at two locations at the site indicated existing ambient noise levels of 66.1 dBA at the driveway facing El Norte Parkway, and 61.6 dBA at the curb along Iris Lane near the area of the proposed carwash building. Additional ambient noise levels were taken for the vacuum facility that indicated a combined ambient noise level of 59.5 dBA at the proposed equipment enclosure area.

The vacuum power equipment would be located within a fully enclosed building and setback approximately 42 feet from the most northerly property line (from the multifamily residential development). The study concluded the noise from the equipment would be reduced to 43.46 dBA at 3 feet from the enclosure and would not exceed 9.54 dBA at a distance of 53 feet. The noise level from the nozzles of the vacuum hoses is considered to be negligible (30 - 40 dBA). The noise from the customers assuming normal conversations would be approximately 47.2 dBA at the northern property boundary. Therefore, the proposed vacuum equipment would be in conformance with the City's noise level standards. The recommendations in the noise study requires the use of the 30 HP Turbine Vacuum Producer that was applied in the Vacutech Sound Tests (Model FT-DD-T325HP4 with silencer). In addition, the doors of the equipment housing must remain closed during operation and if ventilation ports are required for the structure, they must be applied at the south side of the structure. These requirements have been included in the conditions of approval. Because the facility is adjacent to residential uses, the project is conditioned only to operate between the hours of 7:00 a.m. and 8:00 p.m., to conform to previous Master Plan restrictions on the carwash facility and on delivery hours to the site to further reduce potential impacts to adjacent residences. To further reduce the potential for nuisance noise or other potential issues, the project is required to post signage within each vacuum stall restricting the use of stereos, auto detailing, alcohol and smoking. An attendant will be on site to monitor the use of the carwash and vacuum station during daytime operations, and also to enforce the noise requirements. Staff believes the applicant has demonstrated that potential impacts related to noise, land-use compatibility, visual and traffic can be reduced to meet city standards and minimize potential adverse effects on neighboring residents.

SUPPLEMENT TO STAFF REPORT/DETAILS OF REQUEST

A. PHYSICAL CHARACTERISTICS

The subject property is fairly level and is developed with a convenience store building, gas island canopy with 6 pumps (12 pump stations), automated carwash building, storage building, and paved parking areas, covered trash enclosure and perimeter landscaping. Access is provided from one driveway along El Norte Parkway, and one driveway along Iris Lane. A manufactured slope (approx. 13-15 feet in height) is located along the northern property boundary. The property boundary is situated approximately halfway up the slope. A wrought-iron fence separates the two properties. A masonry block wall separates the ARCO facility from the adjacent storage facility. There is no native vegetation or sensitive resources located on the site. The property generally slopes and drains from north to south.

B. SUPPLEMENTAL DETAILS OF REQUEST

1. Property Size: 1.34 acres (one parcel)
2. Existing Buildings:
 - Convenience Store: 2,798 SF
 - Gasoline Canopy: 3,600 SF with 6 pumps (12 fueling stations)
 - Carwash Building: 1,283 SF single automated carwash
 - Storage Building: 655 SF
3. Proposed Additions/Buildings:
 - Vacuum Stations: 8 stalls with cloth canopies
 - Equipment Building: 186 SF (vacuum equipment and washer/dryer room)
 - Storage Addition: 310 SF
 - Trash Enclosure: 1 enclosure 149 SF
 - Propane Tank: 499 gallons
4. Building Materials: Stucco exterior with light white main color and darker tan color band along bottom of building to match colors of existing ARCO convenience store. Light green tile roof and light green fascia to match existing store. Arco blue accent tiles along eastern and western upper facade elements to match carwash building. Storage building exterior to match existing storage building (light white body and light green roof). Vacuum stall masonry walls utilize two-tone split-face block. Light white meta poles to match ARCO building with blue cloth shade canopies. Trash enclosure to utilize two-tone split-face block with desert tan gates. Propane tank painted white.
5. Parking: 14 spaces provided. Min. 12 spaces (including one accessible space) required. An accessible vacuum space is proposed with appropriate path of travel to the convenience store.
6. Hours of Operation: Carwash related operations are restricted to 7:00 a.m. to 8:00 p.m. to reduce potential impacts to adjacent residences and to be consistent with original conditions regarding delivery schedules per the Master Development Plan. This also will be required for the vacuum stalls.
7. Landscaping: The project site is currently landscaped. The on-site landscaping will be modified to provide additional landscaping around the vacuum stalls and new parking spaces. The existing perimeter landscaping will be enhanced where necessary. The landscape planter along the eastern area of the site will be increased in size to accommodate the trash enclosure and propane

tank, and to provide additional screening. One existing parking space would be removed and replaced with landscaping.

C. CODE COMPLIANCE ANALYSIS

	<u>Proposed PD Modifications</u>	<u>Existing PD</u>
1. Building Setbacks:		
Front (El Norte):		140' +/- to carwash entry trellis feature 42'-45' to gas island canopy overhang
Rear (North):		100' to ARCO convenience bldg. 75' from carwash exit 10' to vacuum stall posts/tubes
North (from self storage fac.):	Same for storage bldg. 1'-3" to equipment bldg and 3" to overhang	Approx 10" to storage bldg, 4" from overhang
Street Side (Iris Lane):	Approx. 79' to carwash stalls	31' to gas island canopy 6'-6" to closest corner of carwash bldg. avg. 13.5'
Side (East):	9.5' to propane tank pad 10' to new trash enclosure 10" to storage building addition and 4" to overhang	18' +/- to existing ARCO convenience bldg.
2. Parking:	12 spaces	12 spaces (1:250 SF retail)
Convenience Store:		1:250 SF (2,798 / 250 = 11 spaces required)
Storage Building:		1:600 SF (965 / 800 = 1 space required)
Carwash:		No parking requirement for carwashes.
Gas Pump Island:		No parking requirements for pump island (12 fuel stations)
Vacuum Stations:		8 stations - no additional parking required
3. Building Height:	Single-story up to 11'-7" (storage bldg) Carwash Canopy up to approx. 10' to support poles	Single-Story, up to 35' allowed with tower elements
4. Signage:		
Proposed:	8 vacuum stall operational/ info signs (max 2 SF each)	Per Master Plan approval
Carwash:	Two, 15 SF carwash signs individual raised letters Non-illuminated (white) One, 16.7 SF "Entry" and One, 16.7 SF "Exit" on carwash White vinyl letters on metal blue metal background (total 33.4 SF)	All wall signage per CG zone standards. 1:50 SF, 300 SF max all wall signs (unless allowed by PD.)

ARCO Signs: One, 15 SF AM/PM internally illuminated sign on building
Three 4.9 SF ARCO logo signs on canopy, two illuminated (total 14.7 SF)

Freestanding Signs: Existing freestanding sign 50 SF and 6' high One freestanding sign permitted per CG standards (max 100 SF and 15' high with design review approval) otherwise 30 SF and 6' high

Related Cases

- GPA 88-04 General Plan Amendment approving the redesignation of the property from Low Density Residential to Planned Development Commercial on June 7, 1989.
- 89-15-PD/CZ A zone change from R-1-8 to PD-C was approved on June 14, 1989. The Preliminary Development Plan was denied.
- ER 90-18 A Mitigated Negative Declaration issued December 11, 1990.
- 89-90-PD Preliminary, Master and Precise Development Plan approved for a 57,000 SF retail commercial-office center.
- 91-17-DA Development Agreement for the development of the site
- 97-24-PD Modification to the Master Plan for the development of a 27,000 SF commercial shopping center, 2,798 SF gas station/convenience store and gas pump island; a 2,668 SF drive-through restaurant; and a 10,296 SF child-care center for up to 200 children.
- 97-25-PD Precise Plan for above
- 97-26-PD Precise Plan for above
- 97-27-PD Precise Plan for above
- ER 97-24 Mitigated Negative Declaration issued and adopted for the Modification to the Master Plan and Precise Development Plans
- 98-27-PD Modification to the Master and Precise Development Plan for a 77,500 SF self-storage facility, with a manager's office and residence.
- PHG11-0007 Modification to Master and Precise Plan to add carwash building. 677 SF storage building addition added through staff level review. 2014 Planning Commission approved carwash kiosk sign and pay station acting as Design Review Board.

EXHIBIT "A"

FINDINGS OF FACT PHG 17-0005

Master and Precise Plan Modification

1. The location and design of the proposed development is consistent with the goals and policies of the Escondido General Plan relating to Planned Developments, which states appropriate buffers and setbacks shall be provided between commercial and residential uses. Automated carwash facilities and vacuum stations typically have been incorporated into gasoline stations/convenience stores, provided that appropriate measures are designed into the project to ensure compatibility with adjacent uses, and to mitigate potential noise, lighting, visual and traffic impacts. The proposed vacuum stations and associated equipment, storage buildings and other planned improvements would not create special problems in the area because the facilities have been designed and located to reduce noise levels to the point where city standards are met. The Engineering Division indicated that traffic is not anticipated to significantly increase, and all vehicular traffic generated by the project would be accommodated safely and without causing undue congestion upon the adjoining streets and intersections.
2. The proposed development will be well integrated with its surroundings because the new vacuum stations and accessory building/facilities would be incorporated into an existing gas station/convenience store and carwash, and designed to complement the architecture and colors of the existing buildings. Appropriate setbacks and landscape buffers would be provided from adjacent uses, especially multi-family residential to the north. The approximately 1.34-acre site is suitable for the proposed use because the site is relatively flat and would not require any extensive grading or result in any adverse impacts to surrounding uses or environmental resources. Appropriate on-site circulation would be provided, especially around the pump islands underground fuel tank access points. The project will not be visually obstructive or disharmonious with surrounding areas, or harm major views from adjacent properties. The gas station is adjacent to commercial/office development on the west, and a self-storage facility on the east. There are no significant views from adjoining properties that would be affected by the proposed development.
3. The proposed location and design allows the project site to continue to be adequately serviced by existing public facilities because sewer and water service currently is provided to the site and will not be affected by this project. An on-site water clarifier/recycling system has been incorporated into the existing carwash.
4. The overall design of the proposed addition produces an attractive and efficient business environment that utilizes quality building materials, ample setbacks from adjacent uses, landscaping and adequate on-site parking and circulation.
5. The proposed Modification to the Master and Precise Plan would have a beneficial effect by providing services requested by city residents and the business community. Through the PD zoning designation, greater setbacks and/or modification to existing setbacks can be implemented where appropriate, and appropriate landscape buffers have been incorporated into the design that generally would not be required or achievable through the standard General Commercial zoning. The gasoline station/convenience store and carwash has demonstrated that it can exist as an independent unit capable of creating an environment of sustained desirability and stability.
6. In accordance with CEQA Section 15301, Class 1 (Existing Facilities) the proposed project is exempt from environmental review. The project would not result in any adverse impacts to the environment. The project will have no effect on fish and wildlife resources as no habitat exists on site or within the project area that would support fish and wildlife resources. The site also does not contain any sensitive or protected habitat onsite.
7. The proposed Modification to the Master and Precise Development Plan has been considered in relationship to its effect on the community and it has been determined the proposed use and project design submitted by the applicant has demonstrated that potential impacts related to compatibility with adjacent uses, visual, noise, traffic impacts can be reduced to meet city standards and minimize potential adverse effects on neighboring residents and businesses.

EXHIBIT "B"

CONDITIONS OF APPROVAL PHG 17-0005

General

1. This development shall be subject to all relevant conditions of the previously approved Master and Precise Development Plan(s) for the project/site (97-24-PD through 97-27-PD, PHG11-0007), except as modified herein.
2. The carwash facility and vacuum stalls are specifically for the 1.34-acre ARCO AM/PM site only. Operation of the carwash/vacuum shall be restricted to the hours of 7:00 a.m. to 8:00 p.m. These hours may be further limited (as may be determined by the Zoning Administrator and/or Planning Commission) based on any valid complaints due to early morning or early evening noise/nuisance issues. An employee of the facility (attendant) shall be on site to monitor the use of the carwash and vacuum station during daytime operations, and also to enforce the noise and operational requirements.
3. Signage shall be posted on the back wall of each vacuum stall and clearly visible to the customers noting the restriction on use of stereos/music, detailing of vehicles, use of alcohol, smoking and control of pets. The signage shall be included in the building plans for the project. Each sign shall not exceed 2 SF in area.
4. The proposed propane tank shall be limited to 500 gallons in accordance with Municipal Code Section 8204.2 "Storage." Appropriate landscaping shall be provided in the reconfigured landscape planter areas around the tank, including shrubs. Landscaping shall conform to minimum Fire Department setbacks.
5. The developer shall be required to pay all development fees of the City then in effect at the time and in such amounts as may prevail when building permits are issued, including any applicable City Wide Facilities fees.
6. All construction and grading shall comply with all applicable requirements of the Escondido Zoning Code and requirements of the Planning Department, Engineering Department, Building Division, and Fire Department. Fire sprinklers may be required, as determined by the Fire Department.
7. The legal description attached to the application has been provided by the applicant and neither the City of Escondido nor any of its employees assume responsibility for the accuracy of said legal description.
8. If blasting is required, verification of a San Diego County Explosives Permit and a copy of the blaster's public liability insurance policy shall be filed with the Fire Chief and City Engineer prior to any blasting within the City of Escondido.
9. All exterior lighting shall conform to the requirements of Article 35, Outdoor Lighting (Ordinance No. 86-75).
10. All project generated noise shall comply with the City's Noise Ordinance (Ord. 90-08) to the satisfaction of the Planning Division, including the following:
 - a. As noted in the Noise Study prepared by Dr. Penzes, any vents in the equipment building shall be located towards the south. Any building roof vents that do not face south, shall incorporate appropriate noise attenuation devices to conform to the City's Noise Ordinance, as may be recommended by the acoustician.

- b. the facility shall use the 30 HP Turbine Vacuum Producer that was applied in the Vacutech Sound Tests (Model FT-DD-T325HP4 with silencer). In addition, the doors of the equipment housing must remain closed during operation.
11. A minimum of 12 striped parking spaces shall be provided for customers and employees in conjunction with this commercial development. Said parking spaces shall be striped and dimensioned per City standards, and this requirement shall be noted on the building plans.
 12. Parking for disabled persons shall be provided/maintained (including "Van Accessible" spaces) in full compliance with chapter 2-71, Part 2 of Title 24 of the State Building Code, including signage. All parking stalls shall be provided with six-inch curbing or concrete wheel stops in areas where a vehicle could reduce minimum required planter, driveway or sidewalk widths.
 13. Colors, materials and design of the project shall conform to the exhibits and references in the staff report, to the satisfaction of the Planning Division.
 14. A decorative wrought-iron fence and gate shall be used between the existing ARCO building and the new storage building and equipment building (towards northwestern corner) to replace the existing chain-link fence. Appropriate fire gates/locks shall be used on all gates, to the satisfaction of the Fire Marshall
 15. A separate sign permit and building permit shall be required prior to the installation of any signs. All proposed signage shall be consistent with City of Escondido Sign Ordinance (Ord. 92-47), exhibits in the staff report.
 16. All new utilities shall be underground.
 17. Any rooftop equipment must be fully screened from all public view utilizing materials and colors which match the building. This shall be clearly indicated on the building plans.
 18. The site shall be properly maintained at all times.
 19. The City of Escondido hereby notifies the applicant that the County Clerk's Office requires a documentary handling fee of \$50.00 in order to file a Notice of Exemption for the project (environmental determination for the project). In order to file the Notice of Exemption with the County Clerk, in conformance with California Environmental Quality Act (CEQA) Section 15062, the applicant should remit to the City of Escondido Planning Division, within two working days of the final approval of the project (the final approval being the hearing date of the Planning Commission or City Council, if applicable) a certified check payable to the "County Clerk" in the amount of \$50.00. The filing of a Notice of Exemption and the posting with the County Clerk starts a 35-day statute of limitations period on legal challenges to the agency's decision that the project is exempt from CEQA. Failure to submit the required fee within the specified time noted above will result in the Notice of Exemption not being filed with the County Clerk, and a 180-day statute of limitations will apply.

Landscaping

1. Five copies of a detailed landscape and irrigation plan(s) shall be submitted to the Engineering Division prior to issuance of grading and building permits, along with the current plan check fee at the time of submittal. The landscape and irrigation plans shall comply with the provisions, requirements and standards outlined in the City's Water Efficient Landscape Regulations (Zoning Code Article 62)

and State Model Water Ordinance. Specimen-sized trees shall be incorporated into the landscape design.

2. All vegetation shall be maintained in a flourishing manner, and kept free of all foreign matter, weeds and plant materials not approved as part of the landscape plan. All irrigation shall be maintained in fully operational condition.
3. A mixture of shrubs, vines, groundcover and trees (including specimen-size trees, min. 24" box) shall be incorporate into the landscape planter around the vacuum station and additional parking spaces. Medium to tall shrubs shall be incorporated into the design to further screen views into the vacuum stall area from the north. The eucalyptus trees shall be replaced with min. 36" sized box trees. If any subsurface rock limits the planting of trees, other appropriate landscape modifications may be substituted, to the satisfaction of the Director of Community Development.
4. Landscape screening shall be provided around the new trash enclosure and propane tank, to include shrubs. Supplemental trees shall be incorporated into this landscape planter, with appropriate setbacks from the propane tank, as required by the Fire Marshall.
5. Prior to final occupancy and/or use of the facility, all existing landscaping areas shall be repaired and any missing landscaping replaced. Any gaps in the northern slope that allows views into the carwash area from the residences to the north shall be landscaped with specimen-sized trees and appropriate fast growing/tall shrubs. This shall be noted on the final landscape plans. Additional tall columnar and fast growing trees shall be planted in the northern landscaped area between the trees shown on the concept landscape plan to provide a dense visual screen, to the satisfaction of the Director of Planning.

ENGINEERING CONDITIONS OF APPROVAL
450 W. El Norte Parkway
PHG 17-0005

GRADING

1. Site drainage together with erosion control plans prepared by a Registered Civil Engineer are required for all onsite improvements and shall be submitted separately to the Engineering Department. Drainage plans are subject to approval by the Planning, Fire, and Engineering Departments prior to issuance of a Grading Permit.
2. Site Design and Source Control Best Management Practices (BMPs) shall be implemented to the maximum extent practicable. Downspouts of the building shall be directed to landscaping to allow the infiltration of runoff into the ground. Where feasible, runoff from the hardscape areas shall be directed to landscaped areas to allow infiltration into the ground.
3. Erosion and sediment control, including riprap, interim sloping planting, gravelbags, or other erosion control measures shall be provided to control sediment and silt from the project. The developer shall be responsible for maintaining all erosion control facilities throughout the development of the project.
4. All private driveways and parking areas shall be paved with a minimum of 3" AC over 6" of AB or 7" PCC over 6" AB. All paved areas exceeding 15% slope or less than 1.0% shall be paved with PCC.
5. The on-site trash enclosure shall drain toward the landscaped area and include a roof over the enclosure in accordance with the City's Storm Water Management requirements and to the satisfaction of the City Engineer.
6. All proposed improvements shall be constructed in a manner that does not damage existing public improvements. Any damage shall be determined by and corrected to the satisfaction of the Director of Engineering Services.
7. All proposed retaining walls shall be shown on and permitted as part of the site grading plan. Profiles and structural details shall be shown on the site grading plan and the Soils Engineer shall state on the plans that the proposed retaining wall design is in conformance with the recommendations and specifications as outlined in their report. Structural calculations shall be submitted for review by a Consulting Engineer for all walls not covered by the Regional or City Standard Drawings. Retaining walls or deepened footings that are to be constructed as part of building structure will be permitted as part of the Building Department plan review and permit process.

8. After the approval of the site grading and erosion control plan, and prior to the start of construction of the grading and street improvements, the developer then obtain a Grading Permit and Encroachment Permit from the Engineering Field Office.
9. The developer shall be responsible for the recycling all excavated materials designated as Industrial Recyclables (soil, asphalt, sand, concrete, land clearing brush and rock) at a recycling center or other locations approved by the Director of Engineering Services.

*All site grading and erosion control plans shall be prepared by a Registered Civil Engineer. A separate submittal to the Engineering Department is required for the site grading and erosion control plans. Plans will **not** be forwarded from the Building Department.*

DRAINAGE

1. A Storm Water Quality Management Plan (SWQMP) in compliance with the City's latest adopted Storm Water Design Manual shall be prepared if all newly created or replaced onsite impervious areas, impervious frontage, and required offsite improvements meets or exceeds 5,000 square feet. The SWQMP shall be submitted for approval with the final improvement and grading plans. The Storm Water Quality Management Plan shall include hydro-modification calculations, treatment calculations, post construction storm water treatment measures, and maintenance requirements.

WATER SUPPLY

1. This project is located within the Rincon Del Diablo Municipal Water District. It will be the developer's responsibility to make all arrangements with the Rincon District as may be necessary to provide water service for domestic use and fire protection.

SEWER

1. Any new development whose wastewater discharge may contain pollutants not normally found or in concentrations in excess of those normally found in domestic wastewater shall require a wastewater discharge permit according to the Escondido Municipal Code, Chapter 22, Article 8. New users shall apply at least ninety (90) days prior to connecting to or contributing to the City's wastewater system and a permit must be obtained prior to commencement of any discharge to the system.

EASEMENTS AND DEDICATIONS

1. All existing and proposed easements, both private and public, affecting subject property shall be shown and labeled on the grading/drainage plans.

REPAYMENTS AND FEES

2. A cash security shall be posted to pay any costs incurred by the City to clean-up eroded soils and debris, repair damage to public to private property and improvements, install or maintain BMP's, and stabilize and/or close-up a non-responsive of abandoned project. Any moneys used by the City for clean-up or damage will be drawn from this security. The remaining portion of this clean-up security shall be released upon final acceptance of the grading and improvements for this project. The amount of the cash security shall be 10% of the total estimated cost of the grading, drainage, retaining wall, landscaping, and best management practices item of work with a minimum of \$5,000 up to a maximum of \$50,000, unless a higher amount is deemed necessary by the Director of Engineering Services.

UTILITY UNDERGROUNDING AND RELOCATION

1. The developer shall sign a written agreement stating that they have made all such arrangements as may be necessary to coordinate and provide utility construction, relocation and undergrounding. All new utilities shall be constructed underground.



CITY OF ESCONDIDO
PLANNING DIVISION
201 NORTH BROADWAY
ESCONDIDO, CA 92025-2798
(760) 839-4671

Notice of Exemption

To: San Diego Assessor/Recorder/County Clerk
Attn: Fish & Wildlife Notices
1600 Pacific Hwy, Room 260
San Diego, CA 92101
MS A-33

From: City of Escondido
Planning Division
201 North Broadway
Escondido, CA 92025

Project Title/Case No. Addition of Vacuum Stalls at ARCO AM/PM – PHG 17-0005

Project Applicant: Mike Namou (R Namou Corp.)

Project Location - Specific: On the northeastern corner of the intersection of El Norte Parkway and Iris Lane, addressed as 450 W. El Norte Parkway.

Project Location - City: Escondido

Project Location - County: San Diego

Description of Nature, Purpose and Beneficiaries of Project: A modification to a Master and Precise Development Plan for ARCO AM/PM to install eight vacuum stalls with a canopy/shade structure and a masonry retaining/screen wall along the northern portion of the project site. The vacuum equipment would be located within a separate 186 SF equipment building designed to match the architecture of the convenience store and car wash. The project also includes a 310 SF expansion to the storage building located behind the existing convenience store; installation of an approximately 499-gallon propane tank; relocation of the trash enclosure and air/water station, installation of four new parking spaces, and landscape improvements.

Name of Public Agency Approving Project: City of Escondido

Name of Person or Agency Carrying Out Project:

Name: Mike Namou

Telephone: (760) 716-6116

Address: 450 W. El Norte Parkway, Escondido, CA 92026

Private entity School district Local public agency State agency Other special district

Exempt Status:

Categorical Exemption. CEQA Section 15301, "Existing Facilities."

Reasons why project is exempt:

1. The proposed development is consistent with the Planned Commercial General Plan designation and Planned Development-Commercial zoning on the property, and no variances are required.
2. All services and access to the property are available or can be provided to local standards.
3. The proposed development will not cause the removal of any sensitive habitat or affect any cultural or historic resources.
4. The proposed development has been considered in relationship to its effect on the community and it has been determined the proposed use and project design has demonstrated that potential impacts related to visual, noise, traffic impacts and compatibility with adjacent uses can be reduced to meet city standards and minimize potential adverse effects on neighboring residents and businesses.

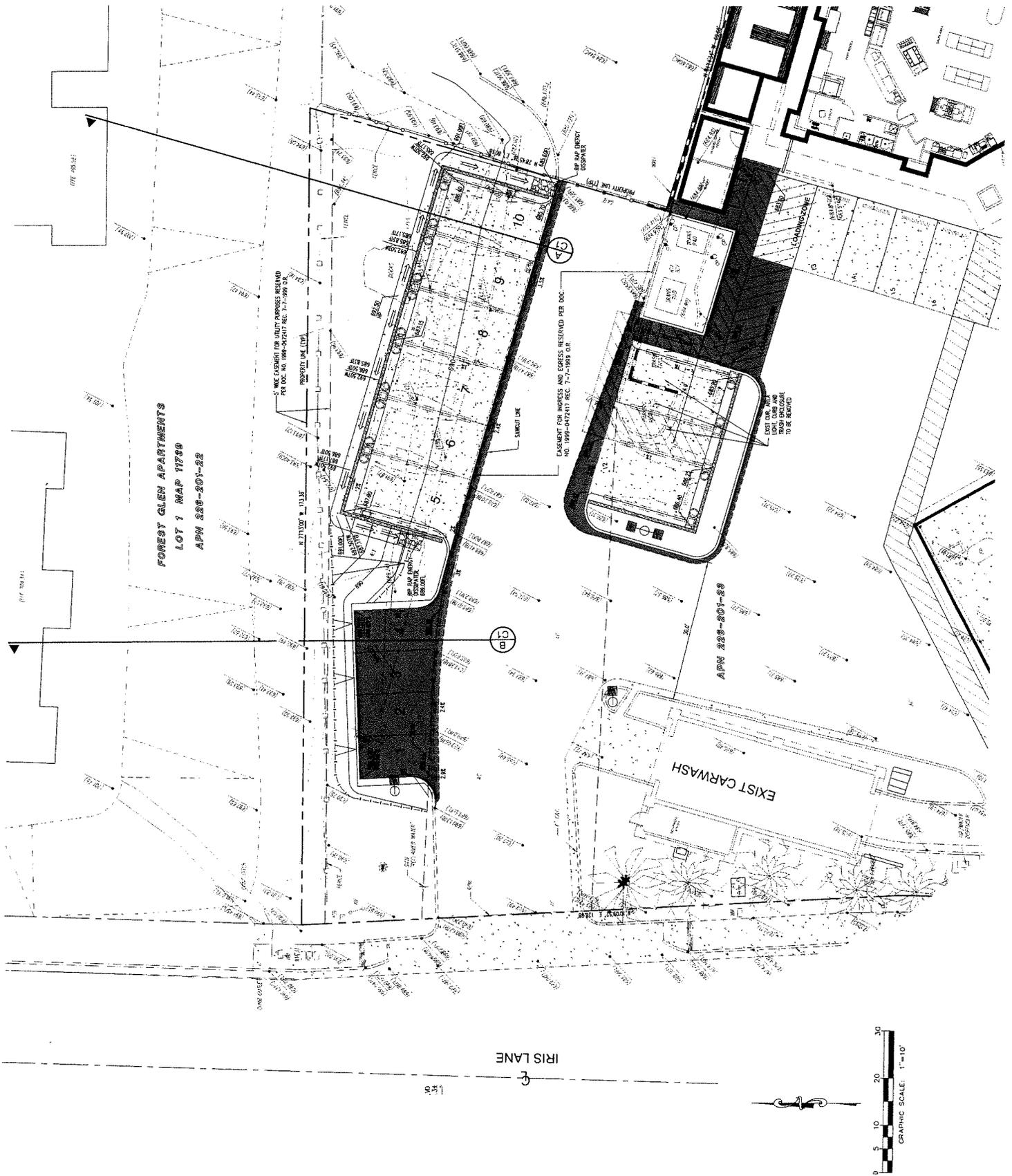
Lead Agency Contact Person: Jay Paul, Senior Planner Area Code/Telephone/Extension (760) 839-4537

Signature:  _____
Bill Martin, Director of Community Development

_____ Date

Signed by Lead Agency

Date received for filing at OPR:



PROPOSED PROJECT
PHG 17-0005

G

GRADING

WALL LEGEND:

EXISTING 2" (UNKNITTED) WOOD INWARD WALL TO REMAIN
PROJECT INT. WALL

NEW 2x4 WOOD FRAMED WALL

NEW 2-HOUR RATED 2x4 WOOD FRAMED WALL

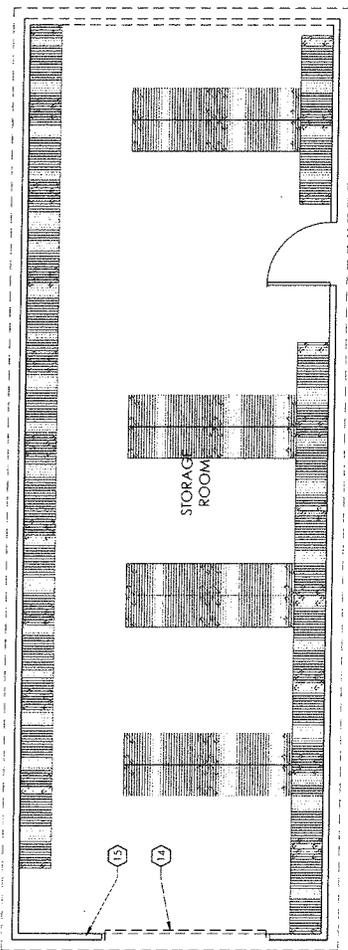
EXTERIOR FINISHES:

7/8" STUCCO (PORE AND CEMENT PLASTER OVER 1/2" FIBREGLASS CONTROL JOINTS AS REQUIRED)

PRIME OF HERMA STA. ROOFING, MATCH C. STOR.

EXTERIOR PAINTS

TO MATCH EXISTING, CONTACT
BYULNAM CO. OF

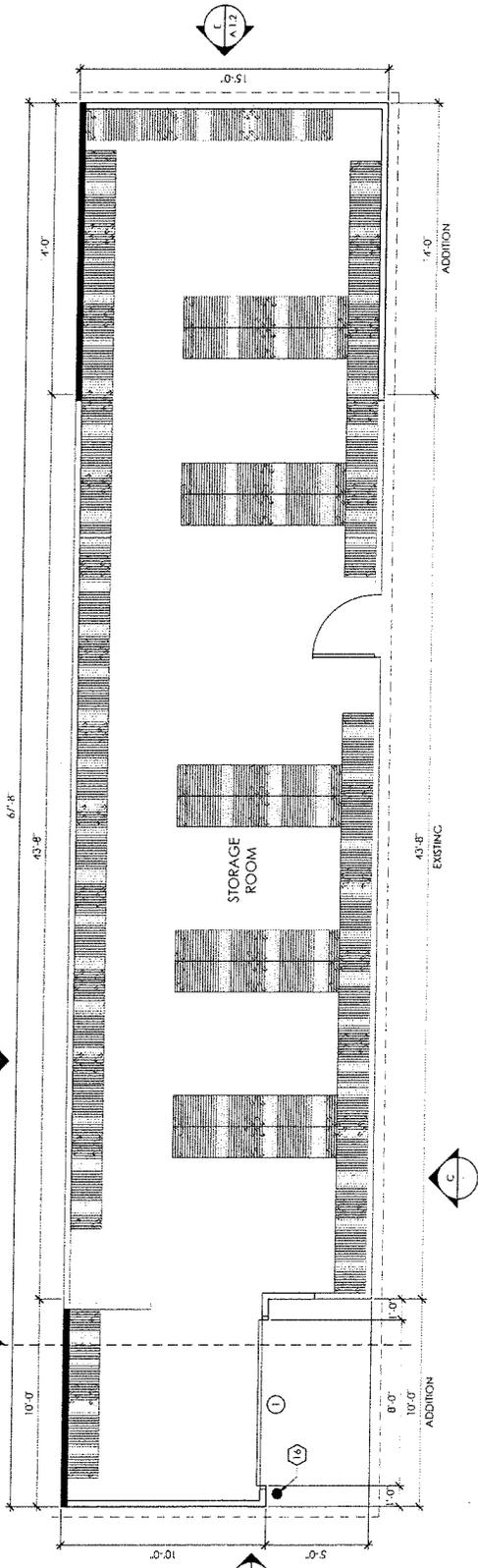


DEMO PLAN

A

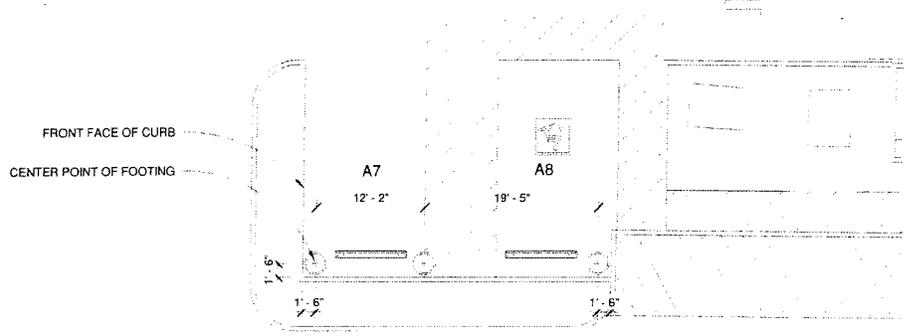
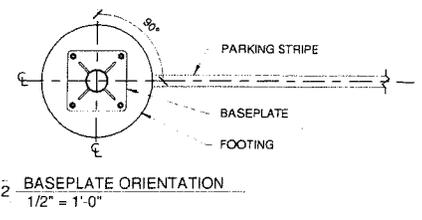
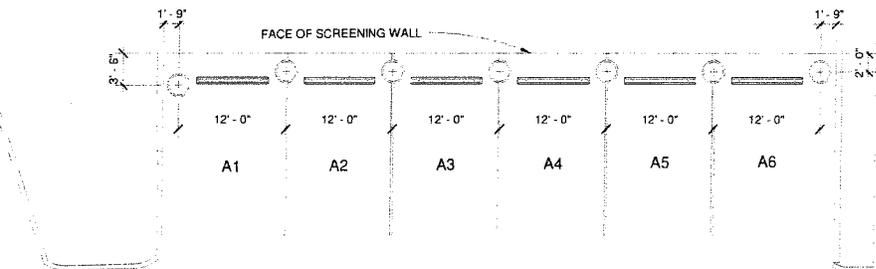
KEYED NOTES:

- 1 NEW ROOF SHEATHING, SEE STRUCTURAL DRAWINGS
- 2 NEW ROOF TRUSSES, SEE STRUCTURAL DRAWINGS
- 3 FOAM CORNICE WITH STUCCO FINISH
- 4 2" x4 TOP PLATE
- 5 2x4 STUDS, SEE STRUCTURAL DRAWINGS
- 6 STUCCO FINISH
- 7 2x4 PRESSURE TREATED MUD SILL, SEE STRUCTURAL DRAWINGS
- 8 CYF. INT.
- 9 CONCRETE SLAB, SEE STRUCTURAL DRAWINGS
- 10 CONCRETE FOOTING, SEE STRUCTURAL DRAWINGS
- 11 BEAM, SEE STRUCTURAL DRAWINGS
- 12 CABLE END VENT, TO MATCH EXISTING
- 13 EAVE FLASHING TO MATCH EXISTING
- 14 REMOVE AND RELOCATE DOORS TO NEW LOCATION OF STORAGE ROOM ADDITION, SEE FLOOR PLAN
- 15 DEMO WALL
- 16 NEW BOLLARD
- 17 EXISTING PERIMETER BLOCK WALL



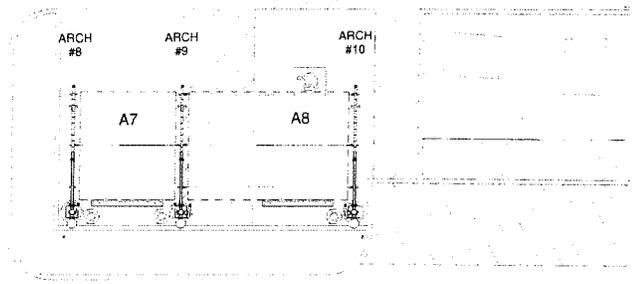
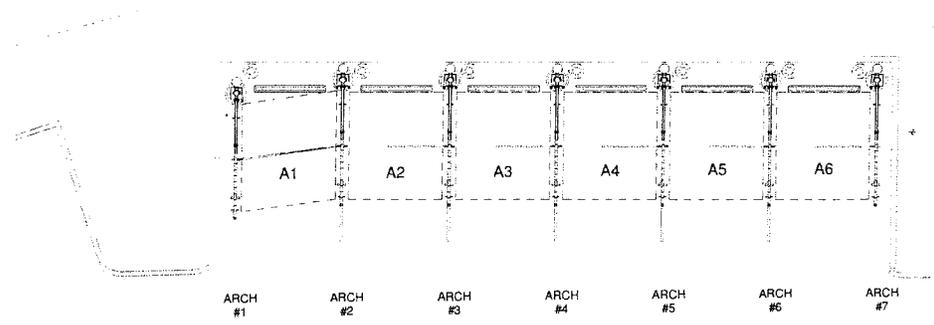
CONSTRUCTION FLOOR PLAN

B



SEE FOOTING DETAIL (SHEET V411)
 FOR PEIR DESIGN AND
 REINFORCEMENT GUIDELINES

1 FOOTING LOCATION PLAN

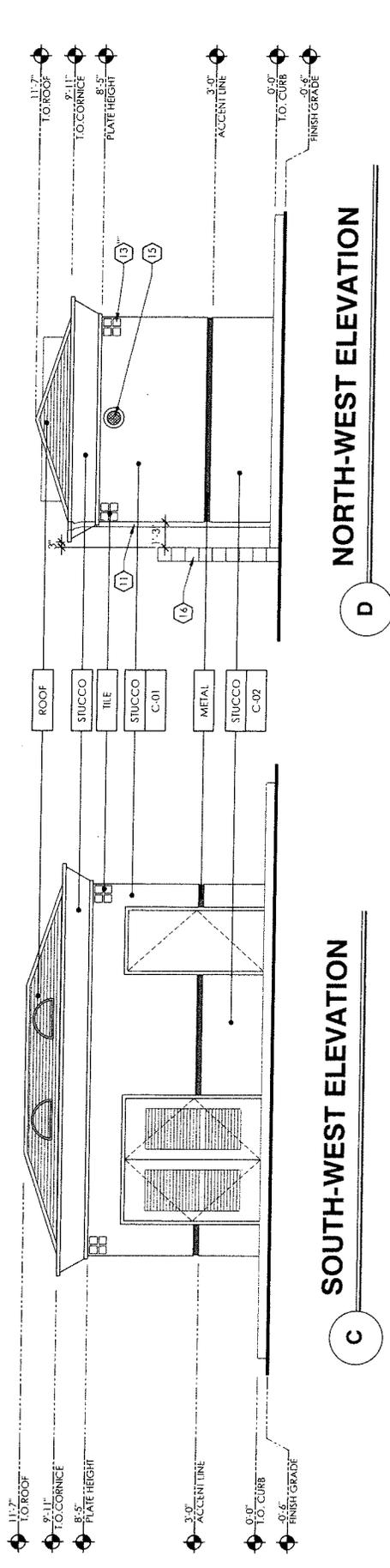


3 ARCH NUMBERING PLAN

PROPOSED PROJECT
 PHG 17-0005 -27-

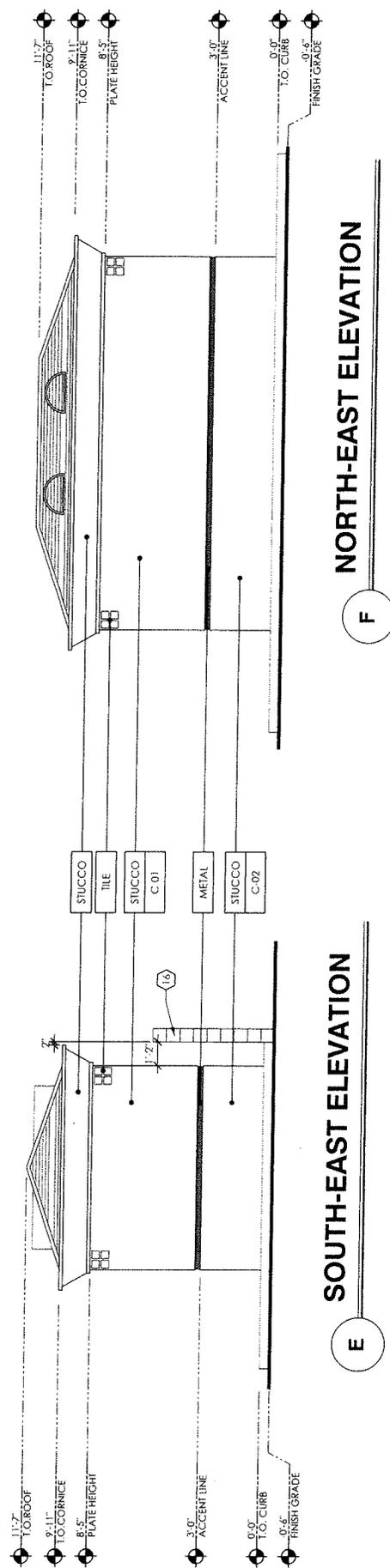
S

SITE PLAN



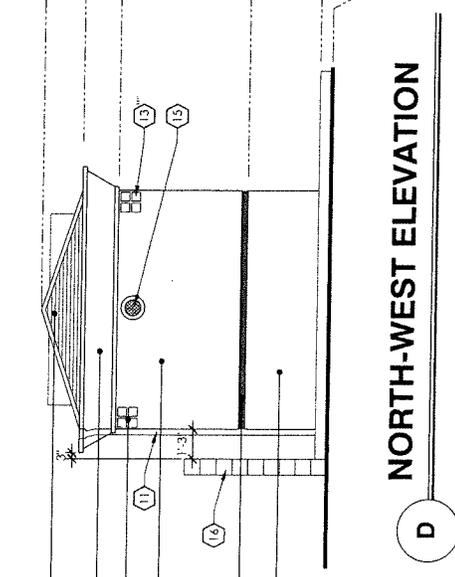
SOUTH-WEST ELEVATION

C



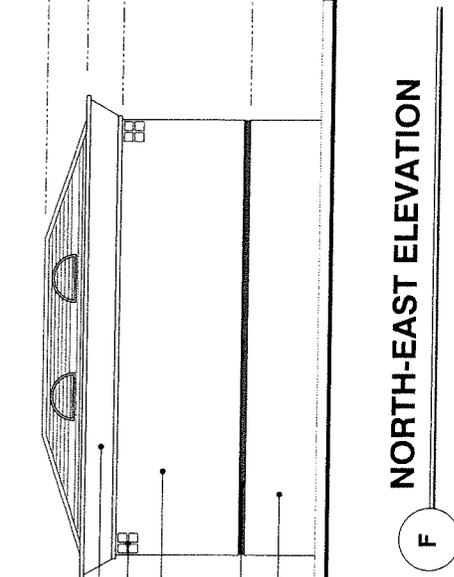
SOUTH-EAST ELEVATION

E



NORTH-WEST ELEVATION

D



NORTH-EAST ELEVATION

F

EXTERIOR FINISHES:

- STUCCO 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER LATH. PROVIDE CONTROL JOINTS AS REQUIRED
- METAL METAL REVEAL, MATCH C-STORE
- ROOF BERRIDGE BERAMUDA HORIZONTAL METAL ROOFING PANEL, 10 IN EXPOSURE. TO MATCH C-STORE
- TILE INDIGO ACCENT TILE, MATCH C-STORE

EXTERIOR PAINTS

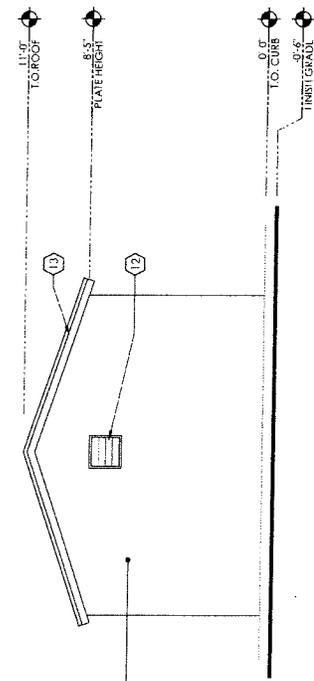
- C-01 TO MATCH EXISTING C-STORE COLOR: WHITE ONI, MFG. BY: GYP. RD. BY BENJAMIN MOORE
- C-02 TO MATCH EXISTING C-STORE

KEYED NOTES:

- 1 NEW ROOF SHEATHING. SEE STRUCTURAL DRAWINGS
- 2 NEW ROOF TRUSSES. SEE STRUCTURAL DRAWINGS
- 3 FOAM CORNICE WITH STUCCO FINISH
- 4 2 - 2x TOP PLATE
- 5 2x STUDS. SEE STRUCTURAL DRAWINGS
- 6 STUCCO FINISH
- 7 2x PRESSURE TREATED MUD SILL. SEE STRUCTURAL DRAWINGS
- 8 GYP. RD.
- 9 CONCRETE SLAB. SEE STRUCTURAL DRAWINGS
- 10 CONCRETE FOOTING. SEE STRUCTURAL DRAWINGS
- 11 INTEGRATED GUTTER AND DOWNSPOUT. DRAIN TO LANDSCAPE PLANER
- 12 HALF ROUND DORMER ROOF VENT. TO MATCH EXISTING VENTS
- 13 INDIGO ACCENT TILE TO MATCH EXISTING C-STORE
- 14 FRP PANELING
- 15 EXHAUST VENT
- 16 EXISTING PERIMETER BLOCK WALL

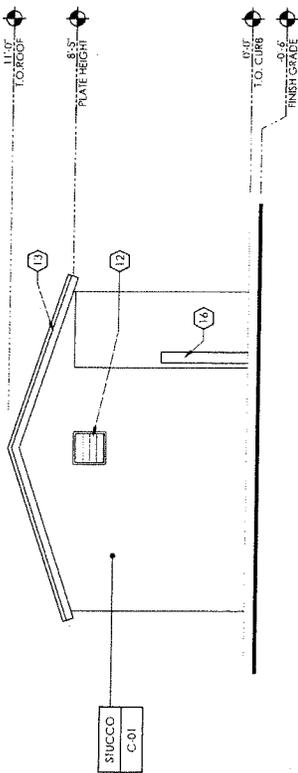
**PROPOSED PROJECT
PHG 17-0005**

E-S



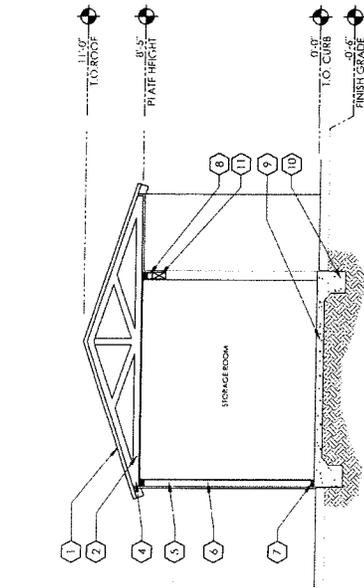
SOUTH-EAST ELEVATION

E



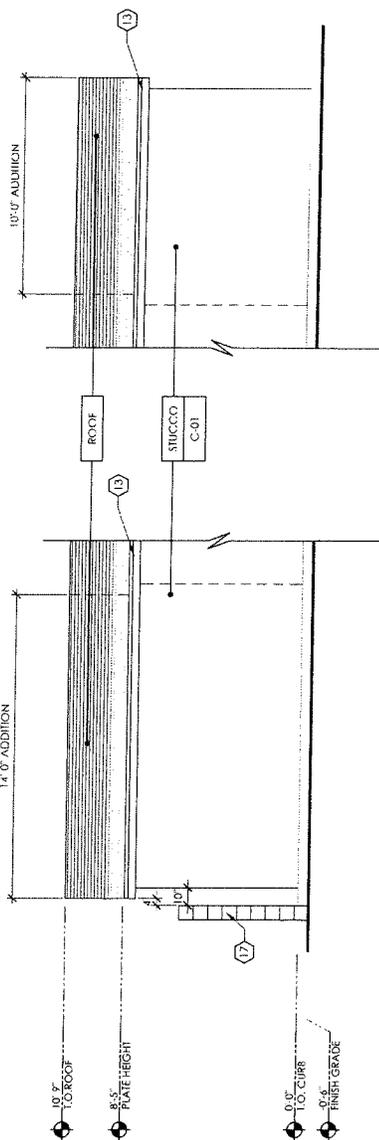
NORTH-WEST ELEVATION

D



SECTION A

1



NORTH-EAST ELEVATION

F

WALL LEGEND:

EXISTING 2-HOUR RATED WOOD-FRAMED WALL TO REMAIN
PROTECT IN PLACE

NEW 2x4 WOOD FRAMED WALL

NEW 2-HOUR RATED 2x4 WOOD-FRAMED WALL

EXTERIOR FINISHES:

7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER LATH
PRIME COGNOL JOBS AS REQUIRED

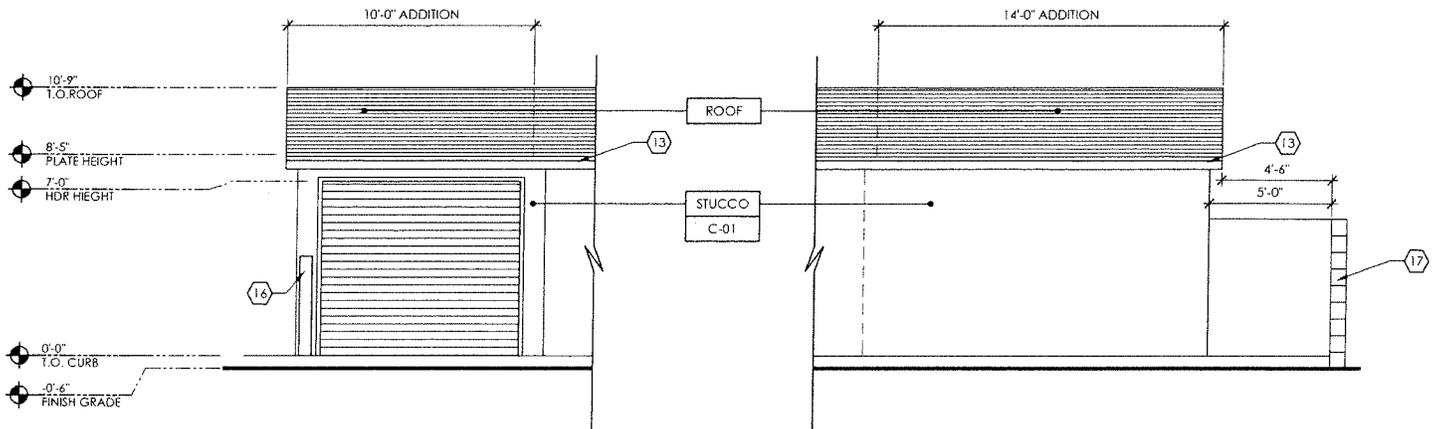
BURRIDGE TERRAZZO STYLE ROOFING, MATCH C-STORE

EXTERIOR PAINTS

TO MATCH EXISTING C-STORE
COLOR: WHITE OPAK, CXC-09
BY BENJAMIN MOORE

KEYED NOTES:

- 1 NEW ROOF SHEATHING, SEE STRUCTURAL DRAWINGS
- 2 NEW ROOF TRUSSES, SEE STRUCTURAL DRAWINGS
- 3 FOAM CORNICE WITH STUCCO FINISH
- 4 2 - 2x TOP PLATE
- 5 2x STUDS, SEE STRUCTURAL DRAWINGS
- 6 STUCCO FINISH
- 7 2x PRESSURE TREATED MUD SILL, SEE STRUCTURAL DRAWINGS
- 8 GYP. BD.
- 9 CONCRETE SLAB, SEE STRUCTURAL DRAWINGS
- 10 CONCRETE FOOTING, SEE STRUCTURAL DRAWINGS
- 11 BEAM, SEE STRUCTURAL DRAWINGS
- 12 GABLE END VENT, TO MATCH EXISTING
- 13 EAVE FLASHING TO MATCH EXISTING
- 14 REMOVE AND RELOCATE DOOR TO NEW LOCATION OF STORAGE ROOM ADDITION, SEE FLOOR PLAN
- 15 DEMO WALL
- 16 NEW BOLLARD



SOUTH-WEST ELEVATION

C

WALL LEGEND:

-  EXISTING 2-HOUR RATED WOOD FRAMED WALL TO REMAIN
PROTECT IN PLACE
-  NEW 2X4 WOOD FRAMED WALL
-  NEW 2-HOUR RATED 2X4 WOOD FRAMED WALL

EXTERIOR FINISHES:

- STUCCO** 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER LATH.
PROVIDE CONTROL JOINTS AS REQUIRED
- ROOF** BERRIDGE BERMUDA STYLE ROOFING, MATCH C-STORE

EXTERIOR PAINTS

- C-01** TO MATCH EXISTING C-STORE
COLOR: WHITE OPULANCE, OC-69
BY BENJAMIN MOORE

KEYED NOTES:

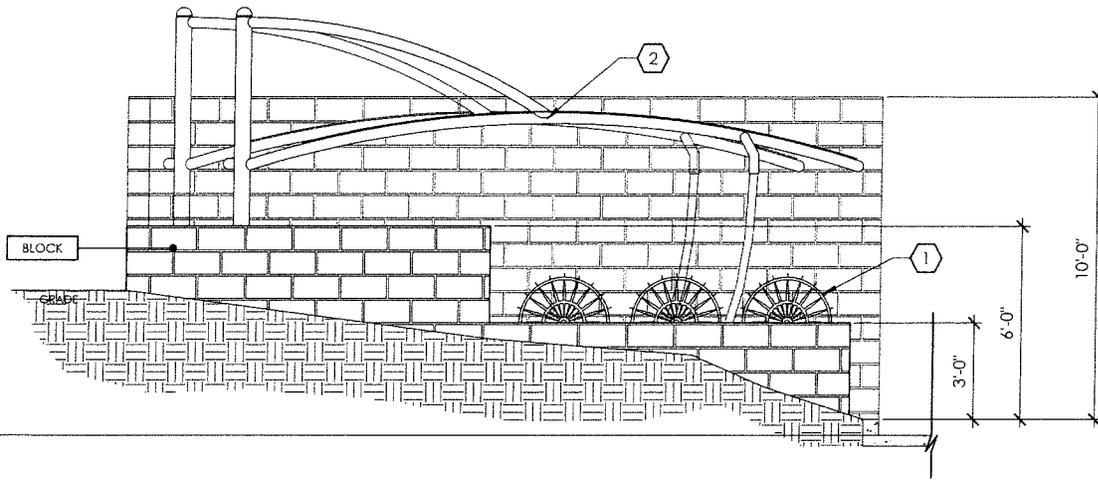
- 1 NEW ROOF SHEATHING, SEE STRUCTURAL DRAWINGS
- 2 NEW ROOF TRUSSES, SEE STRUCTURAL DRAWINGS
- 3 FOAM CORNICE WITH STUCCO FINISH
- 4 2 - 2x TOP PLATE
- 5 2x STUDS, SEE STRUCTURAL DRAWINGS
- 6 STUCCO FINISH
- 7 2x PRESSURE TREATED MUD SILL, SEE STRUCTURAL DRAWINGS
- 8 GYP. BD.
- 9 CONCRETE SLAB, SEE STRUCTURAL DRAWINGS
- 10 CONCRETE FOOTING, SEE STRUCTURAL DRAWINGS
- 11 BEAM, SEE STRUCTURAL DRAWINGS
- 12 GABLE END VENT, TO MATCH EXISTING
- 13 EAVE FLASHING TO MATCH EXISTING
- 14 REMOVE AND RELOCATE DOOR TO NEW LOCATION OF
STORAGE ROOM ADDITION. SEE FLOOR PLAN
- 15 DEMO WALL.
- 16 NEW BOLLARD
- 17 EXISTING PERIMETER BLOCK WALL

PROPOSED PROJECT
PHG 17-0005

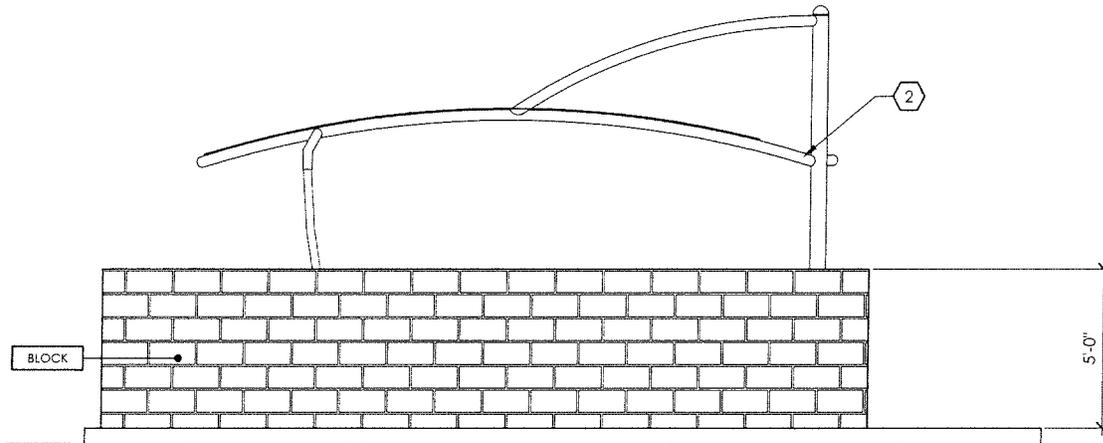
-30-

E

ELEVATIONS



A NORTH PLANTER BLOCK WALL ELEVATION



B SATELLITE STALL BLOCK WALL ELEVATION

KEYED NOTES:

- ① DECORATIVE METAL BLOCK WALL TOPPER
- ② VACUUM AWNINGS, BY OTHERS

EXTERIOR FINISHES:

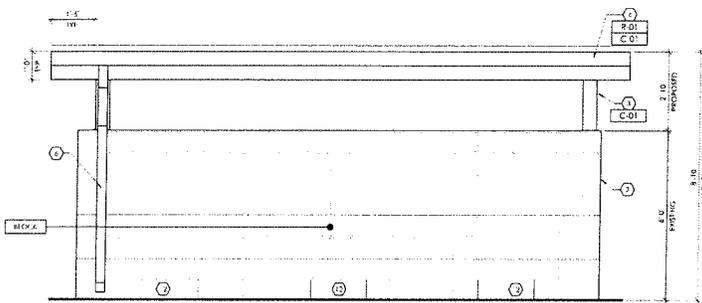
BLOCK 2 TONE CMU SPLIT FACE BLOCK, MATCH
 EXISTING C-STORE
 COLOR: PADRE
 BY: RCP BLOCK & BRICK

VACUUM RETAINING /SCREEN WALL

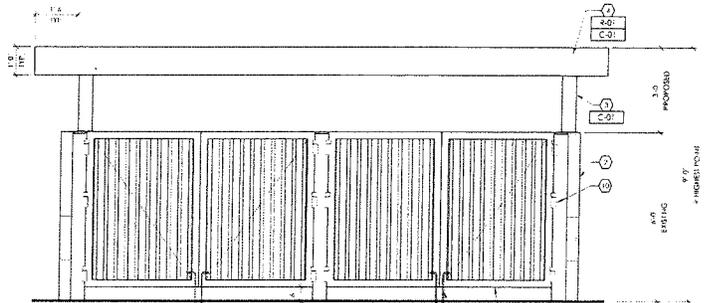
PROPOSED PROJECT
 PHG 17-0005

E

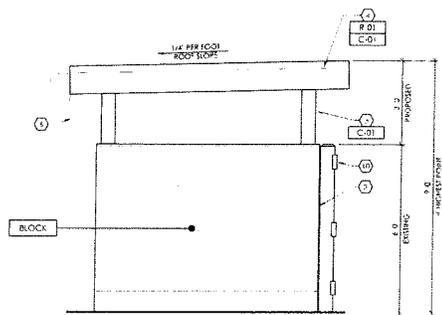
ELEVATIONS



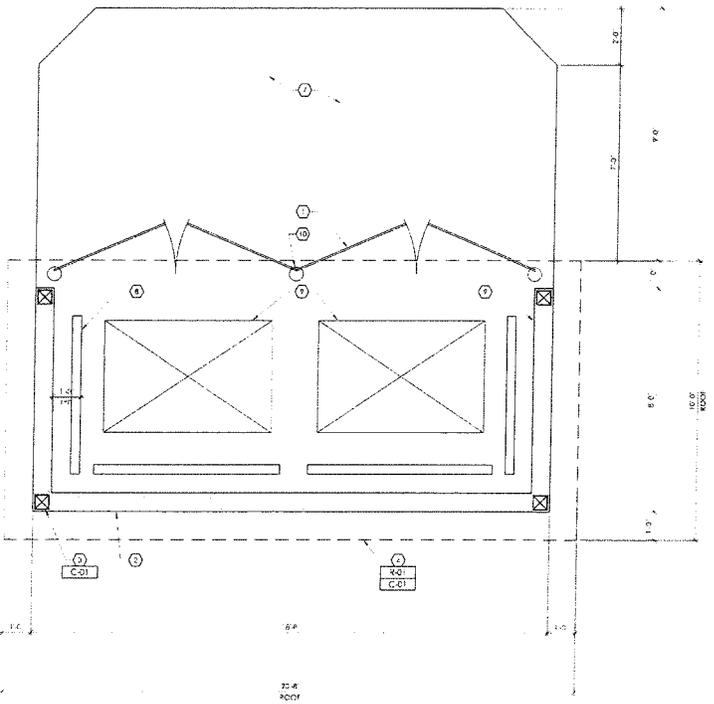
A SOUTH-EAST ELEVATION



B NORTH-WEST ELEVATION



C SIDE ELEVATION



1 TRASH ENCLOSURE FLOOR PLAN

EXTERIOR PAINTS:

C-01 TO MATCH EXISTING C-STORE

EXTERIOR FINISHES:

BLOCK 2 TONE CMU SPLIT FACE BLOCK, MATCH EXISTING C-STORE
COLOR: SAND
BY: RCP BLOCK & BRICK

DECKING:

R-01 VERCO DECK
SERIES: HBR-36 1 1/2 GAGE
COLOR: PANE TO MATCH PARAPET
ICC-ES E-085-217

ROOFING NOTES:

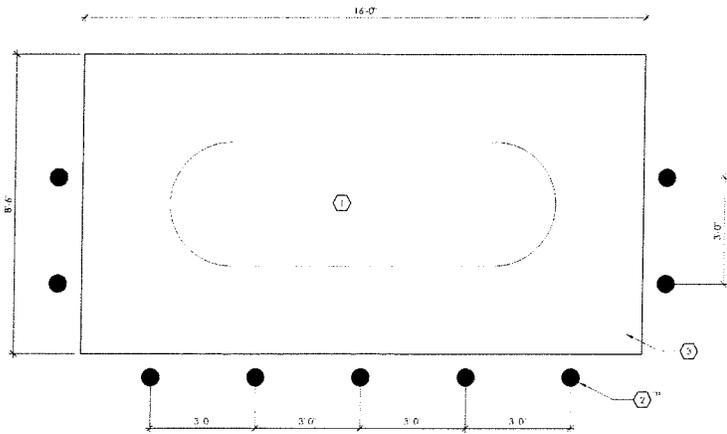
1. INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

KEYED NOTES:

- 1 DOUBLE SWING METAL GATES WITH 22 GA. METAL DECORATIVE PANELS
- 2 8"X12" R-8 REINFORCED CONCRETE BLOCK, OR CONCRETE 161 UP CONSTRUCTION-ACCEPTABLE WITH APPROVED DRAINAGES
- 3 6"x6" STEEL POST @ 6'-0" (TYP.) OF 41 SEE STRUCTURAL FOR MOUNTING
- 4 METAL FABRICATED PARAPET WITH TEX COAT FINISH. DECKING BEYOND, SEE STRUCTURAL FOR OVERHEAD ROOF
- 5 APPLY WATERPROOF SEALER AT INTERIOR OF TRASH ENCLOSURE SEALED TO BE IMPERVIOUS WATERSEAL WATERPROOFER PLUS MASONRY PROTECTOR OR EQUAL
- 6 ROOF DRAINAGE TO BE DRAINED TO LANDSCAPE PLANTERS
- 7 6" THICK CONCRETE APRON SLOPED AT 2% AWAY. CONCRETE TO BE MIN. 3,000 PSI
- 8 4"X4" WHEEL STOPS WITH 1" BEVEL TOP EDGES. SHALL BE MADE FROM RECYCLED MATERIALS (PLASTICWOOD). SECURED TO SLAB W/ 1/2" DIA. ANCHOR BOLTS @ 36" O.C. MIN. TYPICAL
- 9 TRASH BIN BY OTHERS (TYP. OF 2)
- 10 3-HAVY DUTY STEEL HINGES (TYPICAL EA. GATE)
- 11 STEEL CAN. BOLD W/ SLEEVES, LOCATED ON OUTSIDE OF ONE GATE (TYP. EACH SIDE)
- 12 WEEP HOLES, DRAIN TO PLANTERS.

GENERAL NOTES:

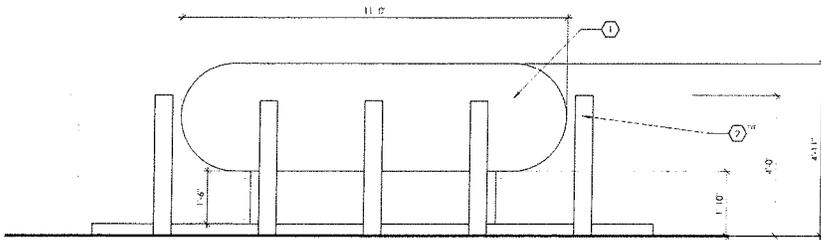
- 1. ALL METAL TO RECEIVE ONE COAT OF ZINC CHROMATE PRIMER AND TWO COATS OF MEDIUM ALKID PAINT
- 2. DECORATIVE EXTERIOR FINISH TO BE COMPATIBLE WITH BUILDING
- 3. STRUCTURAL DESIGN TO WITHSTAND 90 MPH MIN. WIND LOAD.
- 4. SOLID ROOF TO MEET ARCHITECTURAL AND STRUCTURAL DESIGN CRITERIA FROM PLANNING AND BUILDING DEPARTMENTS.



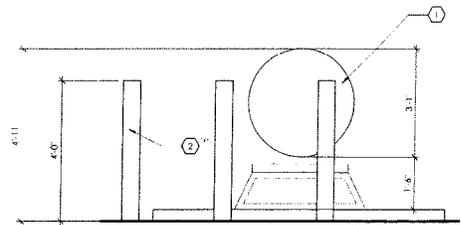
A LPG FLOOR PLAN

KEYED NOTES:

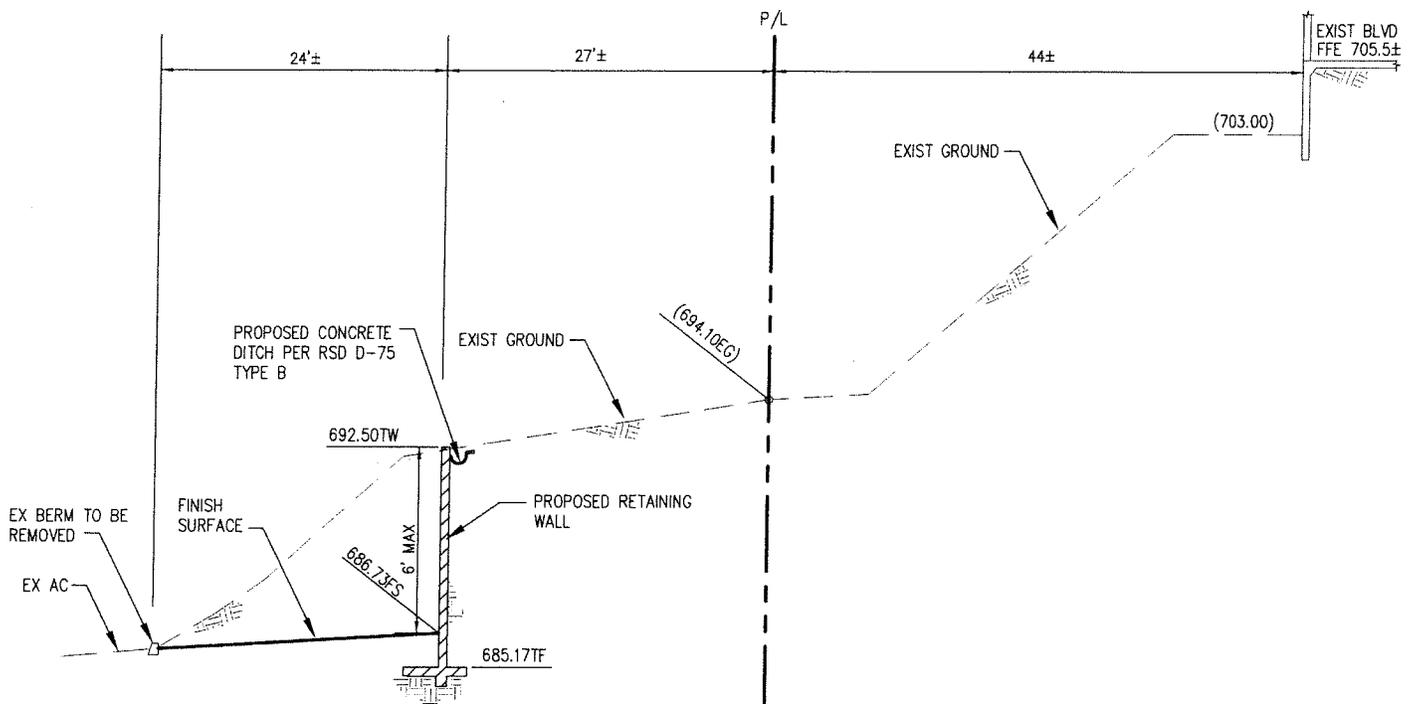
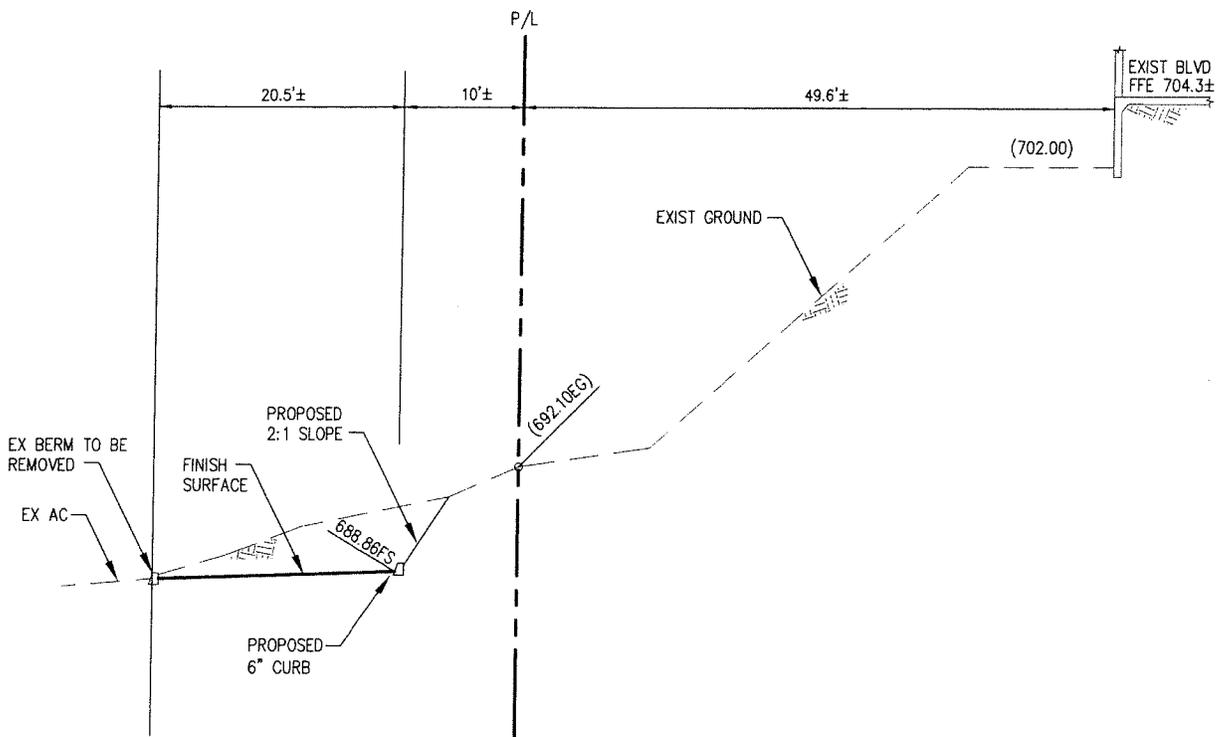
- ① 499-GAL LPG TANK TO BE PROVIDED AND INSTALLED BY OTHERS
- ② NEW PROTECTIVE BOLLARD. SEE DETAIL 1 ON AS 1.1 FOR MIN. REQUIREMENTS
- ③ NEW CONCRETE SLAB



B NORTH-WEST ELEVATION



C SOUTH-WEST ELEVATION



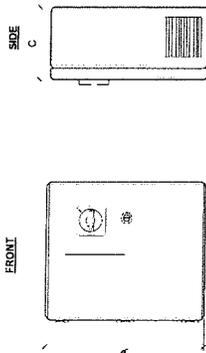
PROPOSED PROJECT
PHG 17-0005

S

FRANKLIN CONTROLS NEMA 12 ENCLOSURE VARIABLE FREQUENCY DRIVE (VFD) W/ LIGHTNING ARRESTOR, LINE & OUTPUT REACTOR

FOR INFORMATION FROM MAIN DISTRIBUTION PANEL IN SEPARATE CONDUIT (SIZED PER CODE, BASED ON TURBINE HP AND VOLTAGE) TO EACH VFD AND FROM EACH VFD TO TURBINE MOTOR.
 A SEPARATE CONDUIT SIZED PER N.E.C. MUST ALSO BE INSTALLED FROM VFD TO VACUUM PRESSURE TRANSDUCER INSTALLED ON FILTER SEPARATOR. IF TWO (2) OR MORE VFD'S ARE INSTALLED IN ONE (1) ENCLOSURE, A SEPARATE CONDUIT MUST BE INSTALLED FOR EACH VFD. SEPARATE CONDUITS MUST BE INSTALLED FOR EACH TURBINE MOTOR, AND EACH FILTER SEPARATOR IF THERE IS MORE THAN ONE (1) WHEN RUNNING IN SEPARATE CONDUIT IN A TRENCH. MINIMUM SEPARATION MUST BE 8" TO PREVENT FREQUENCY INTERFERENCE.
 *WARNING! 1/2" SHIELDED WIRE MUST BE SINGLE CONTINUOUS RUN AND MAY NOT BE SPLICED.

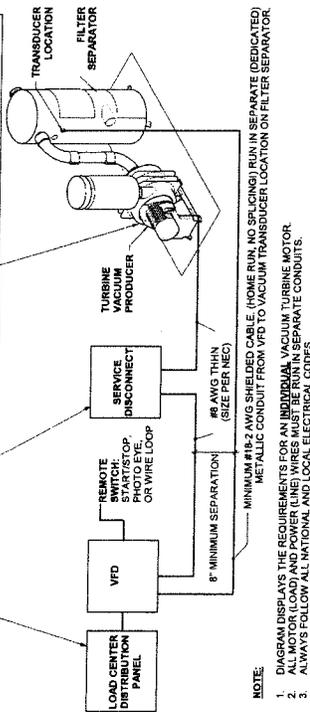
HORSEPOWER	DIMENSIONS (INCHES)		
	A	B	C
10HP	24	20	8
15HP	30	24	12
20HP	30	24	12
25HP	36	24	12
30HP	36	24	12
40HP	36	24	12
50HP	36	30	16
60HP	36	30	16
75HP	36	30	16
100HP	44	36	16



8 40HP NEMA 12 VFD, 480V

30HP TURBINE, 480V W/ VARIABLE FREQUENCY DRIVE

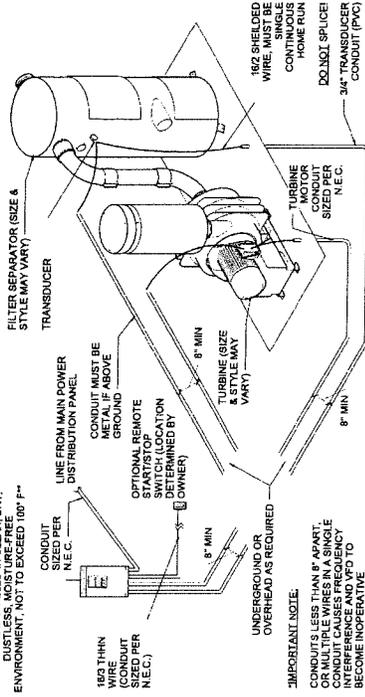
3-POLE CIRCUIT BREAKER (RECOMMENDED)	3-POLE NON-FUSED DISCONNECT	TURBINE HP	HERTZ	3 PHASE VOLTS AC	FULL LOAD AMPS	SERVICE FACTOR	AMPERAGE
60 AMP	60 AMP/600V	30HP	60	480	33.8	42.3	



10 ELECTRICAL DIAGRAM - VFD - 30HP 480V

CONDUIT REQUIREMENT FOR SINGLE TURBINE & VFD (NEMA 12 ENCLOSURE INSIDE BUILDING)

VARIABLE FREQUENCY DRIVE (VFD)
 LOCATED INSIDE BUILDING
 MUST BE INSTALLED IN CLEAN, DRY, DUSTLESS, MOISTURE-FREE ENVIRONMENT, NOT TO EXCEED 100°F+



9 CONDUIT - SINGLE VFD - NEMA 12

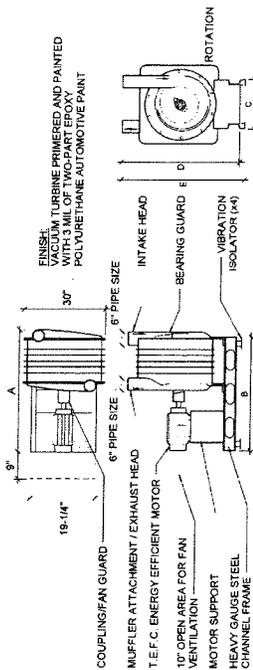
VFD OR VARIABLE FREQUENCY DRIVE IS AN OPTIONAL STARTER CONTROL.

- VFD MUST BE INSTALLED IN A CLEAN, DRY, DUST-FREE, OIL-FREE & MOISTURE-FREE CLIMATE CONTROLLED ENVIRONMENT NOT TO EXCEED 104 DEGREES FAHRENHEIT.
- EXTERIOR RAIN-TIGHT NEMA 12 VFD ENCLOSURES ARE AVAILABLE FOR ADDITIONAL EXPENSE.
- CONDUIT FOR TRANSDUCER MUST BE 8" AWAY FROM ALL OTHER WIRING/CONDUIT AND MUST BE A HOME RUN (NO SPLICING) THAT SHALL NOT EXCEED 100'.
- ALL CONDUIT RUNS FOR VACUUM SYSTEM VFD(S) & MOTOR(S) MUST BE IN A SEPARATE CONDUIT A MINIMUM OF 12" APART.
- WHEN USING PVC CONDUIT, HIGH VOLTAGE LINE & LOAD WIRE MUST BE SHIELDED.

CARWASH EQUIPMENT ROOM IS NOT RECOMMENDED FOR VFD INSTALLATION, AND WILL AFFECT PRODUCT WARRANTY.

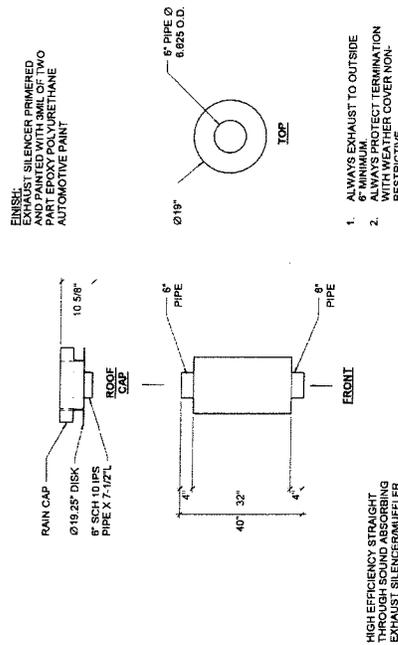
VFD MUST BE INSTALLED IN A DRY, CLEAN, OIL FREE, DUST FREE, MOISTURE FREE, CLIMATE CONTROLLED ENVIRONMENT

D



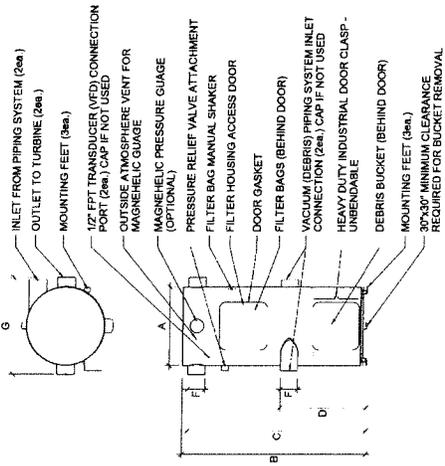
MODEL	HP	STAGES	A	B	C	D	E	APPROX. WT (LBS)
FT-CO-1320HP4	20	4	60 1/4"	48"	16"	40"	41 7/8"	1080
FT-CO-1325HP4	25	4	61 1/8"	48"	16"	40 3/4"	42 5/8"	1170
FT-CO-1330HP4	30	4	62 3/8"	48"	16"	40 3/4"	42 5/8"	1190
FT-CO-1330HP5	30	5	65 1/4"	52"	16"	40 3/4"	42 5/8"	1270
FT-CO-1340HP4	40	4	64 7/8"	62"	16"	42 1/4"	44 1/8"	1370
FT-CO-1340HP5	40	5	68"	54"	16"	42 1/4"	44 1/8"	1460
FT-CO-1350HP4	50	4	67 3/4"	52"	16"	42 1/4"	44 1/8"	1500
FT-CO-1350HP5	50	5	69 3/8"	54"	16"	42 1/4"	44 1/8"	1520
FT-CO-1360HP5	60	5	74"	60"	19"	44 1/4"	46 1/8"	1820

4 T3 30HP COUPLED TURBINE



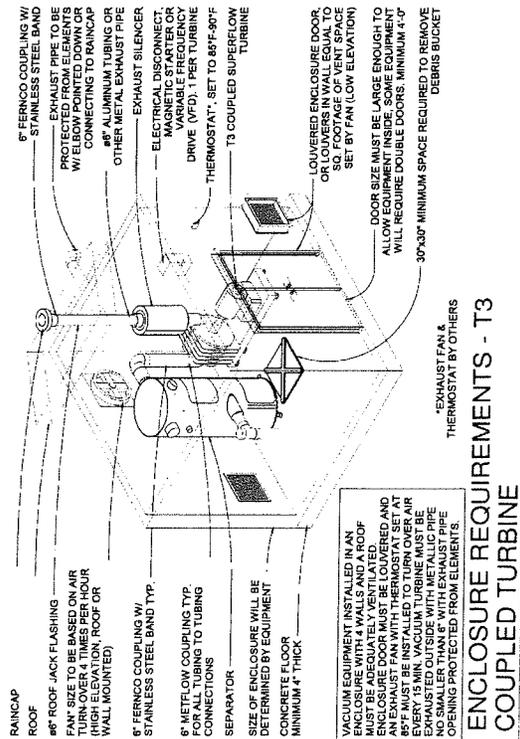
1. ALWAYS EXHAUST TO OUTSIDE
2. ALWAYS PROTECT TERMINATION WITH WEATHER COVER NON-RESTRICTIVE.

6 6" T3 INDOOR EXHAUST SILENCER



MODEL	A	B	C	D	E	F	G
3180	31"	82"	61"	35"	6"	6"	41"
3179	31"	81"	79"	35"	6"	6"	41"
3888	38"	90"	66"	42"	6"	6"	48"
4586	35"	58"	66"	49"	6"	6"	55"
50108	50"	111"	108"	54"	6"	6"	60"

5 31X79 FILTER SEPARATOR



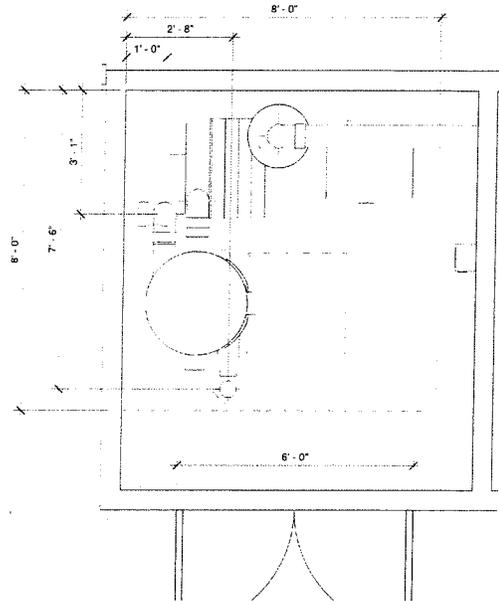
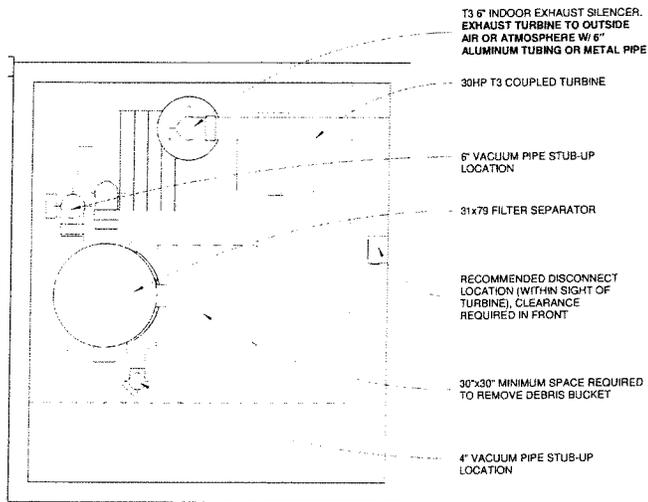
7 ENCLOSURE REQUIREMENTS - T3 COUPLED TURBINE

4

6

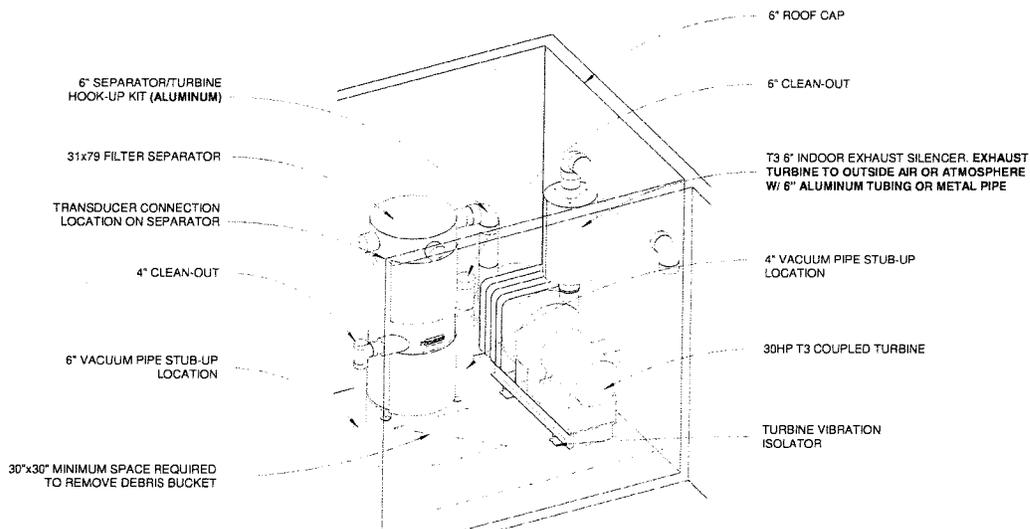
VERIFY SEPARATOR WILL FIT THROUGH DOOR. 48" MINIMUM WIDTH REQUIRED.

8'x8'x4" FLAT AND LEVEL MINIMUM CONCRETE PAD REQUIRED FOR VACUUM EQUIPMENT



1 EQUIPMENT PLAN

2 EQUIPMENT DIMENSIONS



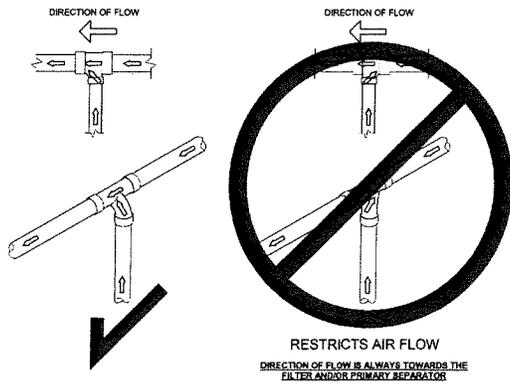
3 EQUIPMENT ISOMETRIC

PROPOSED PROJECT
PHG 17-0005

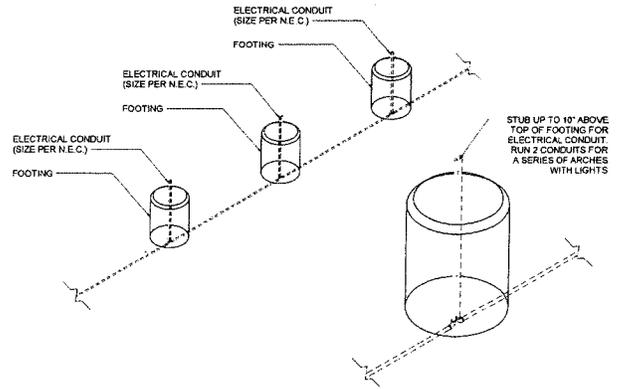
-38-

D

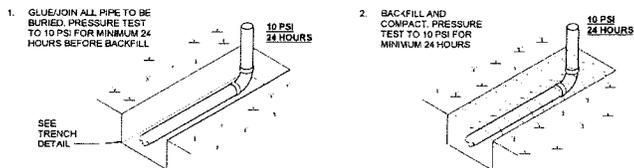
DETAILS



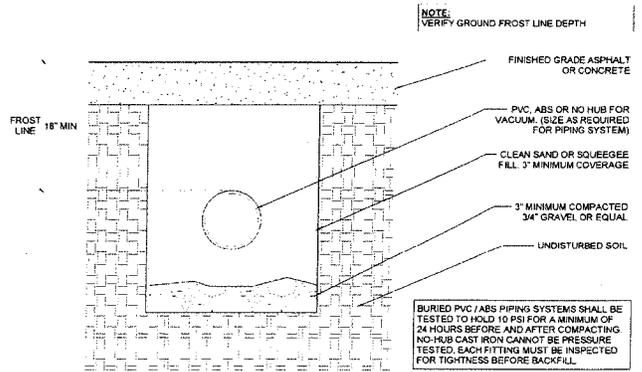
3 PIPE - PIPE FLOW



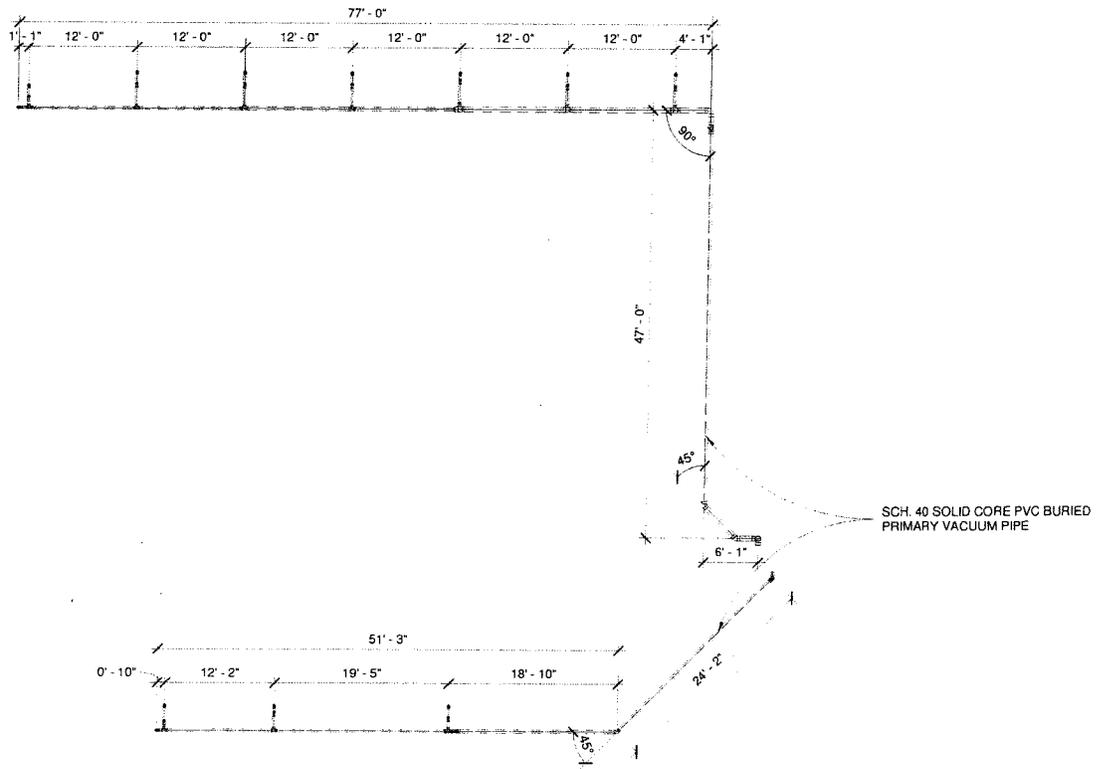
4 TRENCH - CONDUIT STUB-UP



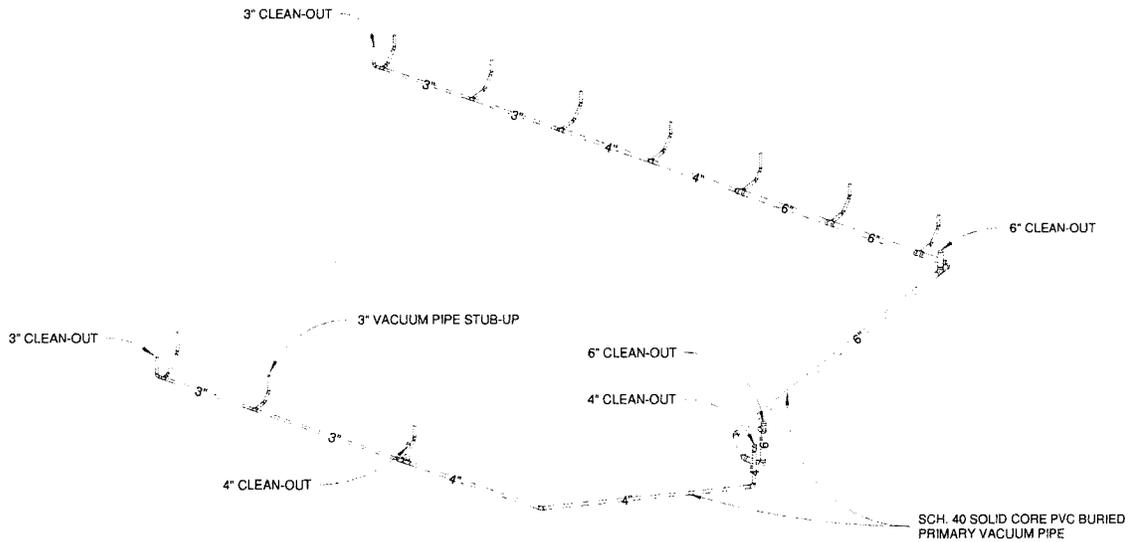
5 TRENCH - PRESSURE TEST



6 TRENCH - SINGLE LINE



1 PIPE LAYOUT



2 PIPE ISOMETRIC

PROPOSED PROJECT
PHG 17-0005

S

SITE PLAN

PLANNING COMMISSION

Agenda Item No.: H.1
Date: July 10, 2018

CASE NUMBER: PHG 18-0009

APPLICANT: City of Escondido

LOCATION: Citywide

TYPE OF PROJECT: Climate Action Plan (CAP) Update

PROJECT DESCRIPTION: Review of the CAP update work program – status update

STAFF RECOMMENDATION: Receive report and presentation. No action is required at this time except to provide direction to staff as appropriate.

BACKGROUND/SUMMARY OF ISSUES: In 2013, the City of Escondido adopted a CAP as a pathway toward creating a more sustainable, healthy, and livable community. The strategies outlined in the CAP not only reduce greenhouse gas (GHG) emissions but will also provide energy, fuel, water, and monetary savings while improving the quality of life in Escondido. Although the City of Escondido was one of the first group of cities to prepare and adopt a CAP in the San Diego region, a lot has changed since then – and the City’s CAP needs to be amended. The City recently initiated an effort to update the CAP, with the objective of recommending updated strategies and programs to ensure compliance with updated state policies and regulations.

On May 8, 2018, the Planning Commission received a general overview presentation about the CAP update planning process, along with related public engagement. Since this was an introductory session, the Commission did not walk through the details of the work program or learn much about climate action planning. Rather Commissioners provided some of their initial reactions to a draft Community Outreach Plan, at varying levels of detail. Some Commissioners also expressed interest in scheduling a series of meetings to cover certain issues in more detail before taking possible future discretionary action. The purpose of this discussion item is to follow-up on the request to bring back certain issues and facilitate Commission review. The July 10, 2018 meeting consists of a review of the anticipated Phase 1 outreach materials and workshop format, which would be utilized throughout the summer. The July 10, 2018 PowerPoint presentation will be used to facilitate the discussion of this item.

Pursuant to the overall work program schedule, the Planning Commission will be asked to take action on the CAP update in the spring of 2019. That leaves just about seven (7) to nine (9) months to complete the work program. During the course of the CAP update, it is anticipated that the Commission would continue to receive regular status updates. An overview of the remaining project milestones and study session schedule is provided below.

- **July 24, 2018:** City staff presentation on GHG emission inventories and forecasts
- **Late summer 2018:** Informational meeting on Phase 1 outreach results
- **Fall 2018:** Community outreach approach and expectations, Phase 2
- **Winter 2018:** CEQA study public review and CEQA Significance Thresholds discussion

- **Late Winter 2018:** Informational meeting on Phase 2 outreach results
- **Spring 2019:** Informational meeting on reduction measures and assumptions (inventory and forecasts revisited)
- **Spring 2019:** Planning Commission recommendation and City Council decision on the CAP update.

In general, the concept of an expanded review process in a public setting increases public input and facilitates additional dialogue. The study session format will provide the Commission with an opportunity to learn more about the project, hear from various residents and stakeholders, and to discuss preliminary issues/concerns. Furthermore, study sessions in advance of final action allow the Commission to methodically work through new policies and regulations.

During the course of updating the CAP, community ideas and input will be gathered in multiple ways, including public events and workshops. The public is encouraged to be involved – and the rolling series of meetings with the Commission will serve as one component of the overall engagement strategy. The approach to community engagement has been embodied in a Final Outreach Plan, which can be accessed at Project website from the link below.

<https://www.escondido.org/climate-action-plan-documents.aspx>

As the planning process moves forward, all correspondences received will become part of public record and will be incrementally attached to all Planning Commission staff reports. Attached to this report are all written correspondences received from March 21 to July 3, 2018.

Respectfully submitted,



Mike Strong
Assistant Planning Director

ATTACHMENTS:

1. Public Correspondences from March 21 to July 3, 2018

ENVIRONMENTAL STATUS:

The action before the Planning Commission is statutorily exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. This organizational and administrative activity relates to the ongoing study of preparing a CAP update. The Planning Commission will provide direction as appropriate to facilitate the public's review of the CAP update. This general direction does not have a legally binding effect on any possible future discretionary action.

Public input received and technical information prepared during the proposed process will be utilized in preparing a future environmental review document to support the CAP update work program. As of this writing, it is anticipated that the CAP update would culminate into something intended to streamline future environmental review of development projects in Escondido by following the CEQA Guidelines for a Qualified GHG Reduction Strategy.



North County Group
Sierra Club San Diego
P.O. Box 2141
Escondido, CA 92033

March 21, 2018

Mr. Mike Strong, Assistant Planning Director
City of Escondido
201 N. Broadway
Escondido, CA 92025

RE: Sierra Club North County Group Recommendations for Escondido Climate Action Plan Update.

Dear Mr. Strong:

The Sierra Club North County Group (NCG) represents 2,700 members in the inland North County area. We appreciate that the city is working on an Update to its Climate Action Plan. As the outlook becomes more dire, the need for assertive action, at every level, is ever more imperative.

We reviewed the response to our February 12, 2018 letter from Mayor Abed regarding the Clean Energy Feasibility study. It was news to us that the city already studied this 'several years ago', however, things have changed rapidly in the past few years. Technology has improved immensely, but so has the threat to planetary stability which are worsening and accelerating beyond what was expected. The Climate Action Plan Update will be a great opportunity to revisit this issue again in context of current realities.

NCG is writing today to respectfully request that Escondido consider the following comments and requests to improve your climate action development process and CAP.

There are three key areas where the city can greatly improve its process in this iteration of the Escondido Climate Action Plan (E-CAP). These include:

1. Increased public participation in the planning;
2. Improve the range and quality of commitments in the E-CAP; and,
3. Include a climate adaptation plan or element in the E-CAP.

We offer specific recommendations on these three topics below.

A. Climate Action and Adaptation Planning process

The NCG was encouraged by our conversation with you regarding the public involvement the city is considering. We strongly support a robust engagement plan for many reasons. First, the public is an important resource of knowledge and will benefit the process. Further, it can create community ambassadors for a quality climate plan. We request that the city of Escondido includes a public involvement schedule that will provide multiple opportunities for the public to engage in this issues.

The most critical times for public input prior to release of a draft will be:

- A scoping of the work needed and questions needing analysis.
- Evaluation of any contractors to be used.
- Review and development of climate actions to be proposed
- Review and development of climate adaptation actions to be proposed.

An important addition to the next E-CAP would be to add a public implementation taskforce and Annual Monitoring Plan. This taskforce should meet regularly and in public. There should also be a monitoring update report given at a publicly noticed meeting annually.

Requirements of the Climate Action Plan

NCG highly recommends that the developers of the E-CAP review the Climate Action Campaign's two Climate Action Plan Report Cards. These are a great resource to see what other cities in the region are accomplishing with their climate planning and upon which we can base our own.¹ It is clear, if each city does its part, we can make a huge collective impact on the reducing climate change.

1. First and foremost, the NCG strongly urges Escondido to follow San Diego, Chula Vista, and Del Mar in adopting a **100% clean energy goal for the city**. Such a goal is not pie-in-the-sky (if it ever was) any more. The technology is available, the economics are sound--all that is needed is the political will.
2. E-CAP should include an analysis of a **Community Choice Energy program**. This kind of initiative could reduce emissions, lower costs, provide cleaner energy, and generate revenue for the city. As leaders of the city, there is no credible reason not to fully study this issue and have the benefit of current data and conditions. Solana Beach has recently created their own community choice energy program.²
3. E-CAP must be **enforceable and effective**.
4. E-CAP should have clear and aggressive **energy and water use reduction and efficiency goals** with strong implementing ordinances.
5. The E-CAP should include **visionary transportation actions** to reduce vehicle miles traveled, municipal conversion to clean vehicles and **clear, implementable plans to shift commuter modes of travel** in concert with those of San Marcos, San Diego, Del Mar, Carlsbad and National City. E-CAP should build on the city's commitment to **implement an updated bike plan**.
6. **The city's commitment to actionable smart growth strategies** and a robust **complete streets program** such as San Diego, San Marcos, and Vista have adopted should be part of the E-CAP.
7. E-CAP should include a commitment and timeline to **achieve zero waste** such as included in the San Diego and Del Mar CAPs.
8. E-CAP should develop aggressive **tree canopy goals to reduce heat islands** especially in neighborhoods that struggle with cooling infrastructure.
9. E-CAP should **extend GHG targets to at least 2030**, and preferably, to 2050 given the speed at which our climate is warming.

¹ <https://www.climateactioncampaign.org/reportcard2017/>, <https://www.climateactioncampaign.org/climate-action-plan-report-card/>

² <http://www.sandiegouniontribune.com/communities/north-county/sd-no-solana-energy-20180301-story.html>

10. There are new sections that should be added to the E-CAP including **social justice and equity**.

Escondido could lead the way in addressing Social Equity in CAP Implementation

One important, but not well understood, issue is how CAP implementation could address social injustices, build equity, and prevent future injustice. Equitable CAP Implementation would address patterns of underinvestment, address existing community impacts, and proactively plan for long-term health and quality of life. Director of the Program for Environmental and Regional Equity at USC, Dr. Manuel Pastor and other researchers have defined three dimensions of equitable policy implementation. We have based our comments below with heavy reliance on this guidance.³

- To address deficiencies in the past, addressing social equity in the CAP would prioritize investments that will close racialized gaps, especially by wealth, environmental burden, and existing amenities in a way that will improve work and economic and health opportunities for underinvested communities. In Escondido, this could mean that the CAP focus efficiency and solar programs in neighborhoods that are traditionally left out of redevelopment and improvement. An E-CAP might direct first and most resources (solar, energy and water efficiency, tree canopy, walking and biking trails, etc...) in areas of the city designated in the State's CalEnviroScreen as overly burdened with pollution or as disadvantaged or where housing stock has not been upgraded.
- To ensure that inequities are not worsened, the CAP should involve partnership throughout the process that is inclusive of the perspectives of vulnerable communities, that supports authentic community-based participation and power, and results in shared decision-making, while also strengthening the health and well-being of the entire region. In Escondido, this could mean workshops in impacted areas that traditionally have no cooling systems in homes, targeting tree cover, energy efficiency, and cooling centers close to these neighborhoods.
- For future planning, equity would require that government takes into account the future by leveraging funding for long-term community health and organizational capacity, avoid or mitigate future harm that may result for new investments in a place, and incorporates metrics and evaluation to promote adaptable and effective implementation. In Escondido, this could mean re-considering the location of the water treatment plant out of the proposed location and moved to a less impacted neighborhood, further from any residents. It would also mean ending consideration of annexations that allow development in high-risk areas that will draw considerable community financial resources away from existing areas needing investment in infrastructure and other needs.

B. Climate Adaptation Plan

Because, as a society, we did not act sooner, we are now experiencing the negative impacts of a warming climate. More extraordinary fires, floods and drought can be expected in the

³ Adapted from, Vanessa Carter, Manuel Pastor, and Madeline Wander. 2018. Measures Matter: Ensuring Equitable Implementation of Los Angeles County Measures M & A. Available at <http://dornsife.usc.edu/perc/measures-matter-la/>

future, exacerbated by poor urban planning. The E-CAP does not include adaptation planning and it should. At a minimum, significant work must be done in these areas:

1. Analysis and action plans to preserve critical infrastructure and land uses.
2. Cessation of building new development in fire and flood prone areas.
3. Establishment of cooling centers for residents in at-risk areas and a plan to inform the public about their availability.

As with the E-CAP, the adaptation plan should be done through a public process.

A Caution

As you may have heard, on Friday, the Sierra Club and six other leading environmental organizations in the region filed two legal challenges against the County's Climate Action Plan.

In the first case the County failed, again, to adopt an enforceable CAP. In the second, the use of anywhere-in-the-world carbon offsets to pretend to address the need to reduce GHG emissions is completely unconscionable and unacceptable. Josh Chatten-Brown of Chatten-Brown & Carstens, the attorney for the case stated the problem well, *"... the County essentially allows unbridled development in far-flung areas provided that developers purchase carbon offsets from anywhere in the world. Such offsets may be completely illusory and would not benefit the residents of San Diego as offsets attained through local projects would."* To the extent, one of your contractors, Ascent, is responsible for this approach, we caution you to temper their advice. We did not support it for the County and we cannot support it in the city of Escondido.

NCG will be tracking that none of the most egregious aspects of the County CAP do not appear in the next E-CAP. Please understand, we are at a crossroads in our region and if we fail to address this issue now, we will not get another chance. The stakes could not be higher for our future. We would welcome a chance to meet with you on this topic if you wish.

In closing, when it comes to climate action there are two distinct camps emerging in our county. One group, includes the County of San Diego that continually fails to adopt an adequate plan and continually finds itself losing in court.

The other group is poised to lead the nation on this issue. The Navy and Marines based in San Diego have taken serious action on climate issues since 1990. The city of San Diego adopted the 'gold standard' of a Climate Plan. Chula Vista, Del Mar, Encinitas, and many other cities are following suit.

We urge the City of Escondido to join the latter club.

We look forward to working with you and your staff to develop a Climate Action and Adaptation Plan worthy of our city, our region, and our world.

Sincerely,

Kelly Conrad, Chair

Laura Hunter, Conservation Chair

Suzi Sandore, Escondido resident

Richard Miller, Escondido resident

The Escondido Climate Action Alliance is made up of concerned individuals and members from the following groups:

Citizens' Climate Lobby (<https://citizensclimatelobby.org/>)

Escondido Chamber of Citizens (<http://escondidochamberofcitizens.org/>)

North County Climate Change Alliance (<http://nccc Alliance.org/>)

SanDiego350 (<https://sandiego350.org/>)

Escondido residents

Currently our focus is on:

- *Advocating for a better Climate Action Plan for Escondido
- *Providing information about Community Choice Energy and renewable energy
- *Raising awareness about Carbon Fee and Dividend policies
- *Increasing climate change literacy and awareness
- *Protecting the local environment
- *Cultivating a strong local economy through "green" businesses and opportunities

It is not necessary to belong to any group to join us, individuals are welcome. We need you!

For more information about Escondido Climate Action Alliance please email

marian_sedio@yahoo.com. Look for us on Facebook.

Key strategies to add in Escondido 2018 Update CAP

- Add GHG targets extending to at least 2030
- Add public implementation taskforce and Annual Monitoring Plan
- Add Social Equity and Jobs section
- Add 100% Clean Energy and Community Choice Energy
- Add citywide & municipal energy efficiency ordinance
- Add citywide water conservation and reduction goal
- Add strategies to promote ZEVs and convert city fleet
- Add more smart growth strategies
- Add walking or complete streets plan
- Add tree canopy goal.
- Add Zero Waste goal

MIKE STRONG 05-14-18
 FN - THIS IS SLIDE #12 FROM
 A POWER-POINT PRESENTATION
 PREPARED BY WUPATHUNTER,
 SPECIFICALLY ON ESCONDIDO
 CLIMATE ACTION PLAN UPDATE,
 THIS SLIDE IDENTIFIES THE KEY
 STRATEGIES NEEDED FOR CAP
 UPDATE FOR ESCONDIDO,
 THE 5-8-18 PATRICK'S COMMISSION

LOOKED AT FIRST DRAFT (P2)
 (04-25-18).
 I OBSERVED CITY'S FIRST CAP
 UPDATE DRAFT ENUMERATED ALL
 OF THESE ITEMS,
 PLEASE CONTACT ME,
 THE 580-7046
 PATRICK BORECHANNAN
 PATERSON

Mike Strong

From: Laura Hunter <earthlover@sbcglobal.net>
Sent: Tuesday, May 08, 2018 3:50 PM
To: Mike Strong
Subject: Hunter Comments on Draft Climate Action Plan Public Outreach

Hi Mike,

I sent these in through the website, but I never trust that that works. Please distribute to Commissioners if possible.

Thanks

Laura

Dear Planning Commissioners and Mr. Mike Strong,

Due to health issues, I cannot attend the meeting tonight. However, I would like to offer these comments to you in advance and ask that they be reflected in your deliberations.

I have reviewed the Draft Climate Action Plan Public Outreach Plan and have the follow comments/recommendations:

1. I greatly appreciate that there is some public input built in prior to the draft going out for CEQA review. This is very critical aspect and I urge you to revised/improve it. It seems that the CAP Workgroup, which is the most important development team for the CAP, is staff-only. The workgroup would benefit from some consistent public engagement. I hope you will change in the following ways:
 - a. Add some public members to the CAP Workgroup meetings and allow it to be open to the public attendance. This would really help bring a larger group of people into the conversation and would result in deeper education and understanding of the issues in the CAP.
 - b. Please ensure that there is adequate time and input for the public on the strategies portion of the CAP. We are very concerned about some of the strategies (such as off-site/out-of-area offsets) that were developed for the County CAP (which will be litigated) and are not suitable for Escondido. We, as a city, need to develop our own strategies that work for us and that we support.
2. Please expand the CAP process to include Climate Adaptation as this is an important issue for our city as well.
3. Press releases, notices, Mobile community workshop etc...must also be translated into Spanish and Vietnamese to include a broader set of residents.
4. Please provide all comments received on the CAP process on the CAP website. That way the public can follow along with the comments and discussion and input that has been made to date. This will make this site more useable and relevant to the public and the process.

Thanks for the opportunity to comment on this extremely important issue.

Laura Hunter

619-997-9983

Mike Strong

From: Laura Hunter <earthlover@sbcglobal.net>
Sent: Tuesday, May 08, 2018 4:20 PM
To: Mike Strong
Subject: addition to comments

Hi Mike,

I should have added that I think representatives from the Escondido Climate Alliance, Escondido Creek Conservancy, and Escondido Chamber of Citizens and other such groups would be good candidates for inclusion on the CAP Workgroup.

Thanks

Laura



June 4, 2018

Mayor Abed and Council
City of Escondido
201 N. Broadway
Escondido, CA 92025

RE: Recommendations for Escondido Climate Action Plan Update

Dear Mayor Abed and Council:

Climate Action Campaign is a nonprofit organization with a simple mission: stop climate change and improve our quality of life. We are committed to helping cities throughout Southern California adopt and implement policies that help prevent the worst impacts of climate change while providing lasting economic, public health, and community benefits.

We wish to see the City of Escondido keep pace with the progress of cities across the region and the state as you update your CAP. To facilitate your CAP update moving forward successfully, we are writing both to recommend strategies to help the city meet the requirements for a CEQA qualified plan, as well as develop a plan that benefits all residents.

CAP Development Recommendations

Adopt a CEQA Qualified Plan Aligned With State Targets

We recommend that Escondido make its CAP update CEQA qualified, as the previous iteration of the CAP was. As a CEQA qualified plan, the CAP must be consistent with state targets, namely SB 32 (2016), which requires statewide emissions to decrease 40% below 1990 levels by 2030 and, for planning horizons beyond 2030, with EO S-3-05, which requires an 80% reduction below 1990 levels by 2050.

The CAP Must Have Enforceable and Measurable Strategies with Detailed Deadlines

CEQA is clear about what is required for a qualified CAP. For a CAP to function meaningfully as a roadmap to its reduction target, the measures in the plan must be enforceable — which means they must be specific, unambiguous, and contain clear requirements. Voluntary measures violate these CEQA guidelines. The CAP must also provide substantial evidence for each strategy that implementation of the strategy will lead to the GHG reductions identified for that strategy.

In *California Riverwatch v. County of Sonoma et. al* (2017), the court stated that in CAPs used for tiering, “any measures or requirements imposed [must] be sufficiently defined to be enforceable.” This means that for the CAP as a whole to be legally binding, the measures that comprise it must be enforceable. The decision further states that measures that fall into the category of “wishful thinking, good intentions, and an intent to ‘work’ with others” violate CEQA (26). The measures within the CAP must be specific,



evidence-based, and contain mandatory requirements, all of which serve to make the CAP as a whole meaningfully enforceable.

Set 100% Clean Energy Target with Community Choice to be in Alignment with Region

Every CAP adopted by cities in the San Diego since 2015 -- San Diego, Del Mar, Solana Beach, Chula Vista, Encinitas, and La Mesa -- has included a 100% clean energy target with a commitment to pursue Community Choice.

There are three primary reasons for this: 1) achieving 100% clean energy is the most powerful single strategy a city can adopt to reduce GHG emissions, 2) Community Choice is the only feasible strategy to achieve 100% clean energy, since cities do not have control or jurisdiction over our monopoly utilities; and 2) Community Choice delivers myriad benefits to cities, including choice, lower rates for families, local decision-making, and the opportunity to keep revenues in the community.

We recommend that Escondido include a 100% clean energy target in its CAP with a commitment to Community Choice in order to achieve significant emissions reductions and community benefits and to keep stride with other cities across the region. It would be challenging, if not impossible, to reach state climate targets without a commitment to 100% renewables.

Set Walking, Biking, and Transit Mode Share Targets

Even 100% clean electricity won't get Escondido to the state climate targets. Escondido, like many other cities in California, must change the way the city grows and how people move around the city.

There are two main strategies available to Escondido to reduce drive-alone trips: 1) pursue dense, infill development — including affordable housing near transit — so that more residents live closer to their destinations and average trip distance decreases (and adopt policies that limit or eliminate new sprawl development), and 2) invest in supportive infrastructure and policies that encourage walking, biking, and transit. We recommend that Escondido include in its CAP targets and related strategies that support both of these approaches to vehicle emissions reductions.

These two approaches are mutually supportive and should be pursued concurrently to maximize GHG reductions and co-benefits, such as reduced congestion and improved air quality. Designing and building walkable, bikeable streets near transit will deliver the greatest results if those neighborhoods also benefit from transit-oriented development. Further, concentrating affordable housing near transit has a well-documented effect of decreasing driving, and all the more when transit is accessible on foot. Conversely, new sprawl development will cause emissions from transportation to continue to rise, even if the city emphasizes walkability and bikeability. Land use and transportation strategies must work hand in glove to reduce vehicle emissions.

We recommend setting ambitious targets for the percentage of trips that will be made by biking, walking, and transit and planning accompanying strategies, as well as identifying a vehicle miles traveled reduction



target from land use policies that encourage dense infill development and affordable housing near transit.

Include Best Practices As Described in 2017 CAP Report Card

In addition to the previous strategies, we recommend that Escondido include the following best practices adopted by numerous cities across the San Diego region. For more detail on the strategies and which cities have incorporated each into their CAPs, please consult CAC's [2017 CAP Report Card](#).

Additional strategies recommended for inclusion in Escondido's CAP:

- Energy efficiency and water conservation targets and accompanying ordinances
- Strategies to promote zero emissions vehicles (ZEVs) and convert the municipal fleet to ZEVs
- A commitment to zero waste by a specified date
- Quantifiable target for an increase in tree canopy coverage by planting and caring for drought-tolerant trees.

CAP Implementation & Monitoring Recommendations

Commit to Annual Monitoring Reports and GHG Inventories At Least Every Three Years

Annual monitoring allows local governments and the public to gauge progress toward implementing CAP strategies and determine if the City is on track to meet GHG targets. The monitoring report should be presented at a noticed public meeting each year. It should state clearly the progress made toward the performance measures set for each measure, as well as the actions taken that have contributed to that progress. For example, if the performance measure for implementation of an Active Transportation Plan is bicycle mode share, the metric that should be reported on annually is bicycle mode share. A GHG inventory, performed regularly and at least every three years, will help the city track progress toward its overall targets.

Include an Environmental Justice/Social Equity Section

Climate change hits hardest in low-income and communities of color that face a disproportionate pollution burden and have been left behind economically. The CAP should use CalEnviroScreen to identify and prioritize populations hit first and worst by climate change to be the first to benefit from implementation of CAP strategies.

CalEnviroScreen, the state of California's Environmental Justice screening tool, helps identify the communities most at risk of suffering the impacts of multiple sources of pollution and of climate change. These high-risk communities are frequently low-income communities of color that lack amenities such as safe pedestrian and bicycle infrastructure, parks, and street trees. There are several census tracts in Escondido that rank in the top 20% on CalEnviroScreen for poverty, housing burden, linguistic isolation, and lack of education.

We recommend that the city include in the CAP a section on social equity and green jobs that addresses how Escondido will ensure that the communities that are most at risk currently are the first to benefit from



the implementation of CAP strategies. The development and implementation of this section should take place in consultation with a diverse set of stakeholders from the most impacted of the city's communities.

Establish a Public Implementation Taskforce

A public implementation taskforce allows for stakeholder involvement in an open, transparent process. The implementation taskforce should meet regularly and in public.

Conclusion

We hope to see Escondido emerge as a regional climate leader and strongly urge you to incorporate the **recommendations** enumerated above. We look forward to working with you to help you achieve the City's climate planning goals. Please do not hesitate to reach out to us as a resource. Thank you for the opportunity to weigh in on this critically important planning document.

Sincerely,

Sophie Wolfram
Director of Programs
Climate Action Campaign

Mike Strong

From: Mike Strong
Sent: Monday, June 18, 2018 3:18 PM
To: 'Marian Sedio'
Cc: Blair Lee
Subject: RE: April letter from ECAA regarding CCE and Escondido CAP

Thanks Marian.

The meeting on the 20th will be similar to the PC meeting.

I am sorry that your correspondence was not included. I will make sure that it gets reviewed by PC and CC, one way or another.

I believe that the PC will have a presentation on the 10th of July. I might as well attach it to that staff report.

Mike

From: Marian Sedio [mailto:marian_sedio@yahoo.com]
Sent: Monday, June 18, 2018 2:02 PM
To: Mike Strong <mstrong@escondido.org>
Cc: Blair Lee <blairleescience@gmail.com>
Subject: April letter from ECAA regarding CCE and Escondido CAP

Hi Mike,

In going over the agenda for the upcoming June 20th Escondido City Council meeting I noticed that a letter the Escondido Climate Action Alliance sent back in April was not included in the attached correspondence concerning the CAP. I'm not sure if it wasn't sent to the correct address or if it somehow fell through the cracks but I've attached a copy of it so it can be added for the record.

My colleague Charlie Jungk was able to attend the tree canopy workshop held a couple of weeks. He said it was well done and informative. I'm hoping that Grant thought so to.

I hope to attend the meeting on the 20th and look forward to your presentation. If there is anything I can do for you please let me know.

Regards, Marian
818 648-2349

April 16, 2018

Mayor Sam Abed and City Council Members
City of Escondido
201 N. Broadway
Escondido, CA 62025

RE: Escondido Climate Action Alliance requests that the City of Escondido study Community Choice Energy.

Dear Mayor and City Council members:

The Escondido Climate Action Alliance (ECAA) is a group dedicated to addressing the issue of global warming and resulting climate change. We also care deeply about Escondido and its future. Among our members are local Escondido residents as well as representatives from local nonprofit organizations that are devoted to this issue.

As the City of Escondido begins the reevaluation of its current Climate Action Plan, we request that these efforts include an up to date study of what a Community Choice Energy (CCE) option can provide to our residents.

We have followed with interest the success of other cities that have adopted such plans, and that have experienced benefits that go far beyond just the required lowering of greenhouse gas emissions.

A CCE program allows consumers to have a say in who generates their electricity: a choice that does not exist in the current marketplace. Some CCE programs have created large revenues for local governments, and have resulted in the creation of many well-paying local jobs.

As stated on the City website, a lot has changed since Escondido first adopted its Climate Action Plan. Much more is known about CCE programs and what they can do for a community, and we want to see that Escondido residents and businesses have the opportunity to fully understand this promising option.

We are eager to be a part of Escondido's CAP Update process, and will appreciate updates on its progress. In addition to being kept informed what opportunities are there to participate in, and support, this worthwhile endeavor?

Sincerely,

Blair Lee
Escondido Climate Action Alliance

Mike Strong

From: Mike Strong
Sent: Tuesday, July 03, 2018 1:42 PM
To: 'Charles Jungk'; 'Patricia Borchmann'
Cc: 'Marian Sedio'; 'Laura Hunter'; 'Jerry Harmon'; 'Christine Nava'; 'Margaret Liles'; 'Blair Lee'; 'Liz Myers-Chamberlin'
Subject: RE: Drop-off comments.

Hello all....

As we near our first round of public engagement, I wanted to see if this group wanted to set up a tailored neighborhood meeting or "community conversation" so that some of the deep issues that you identify below can be explored?

The first round of engagement will include many different components, all in effort to maximize public input opportunities. There will be a traditional workshop held at the City to help kick things off. We are still working out the details, but if you have subscribed to our newsletter then you will receive adequate notice of the event.

Let me know about any mobile workshops that may accommodate your group. We can have this type of meeting at any point during August.

Mike Strong
Assistant Planning Director
City of Escondido
(760) 839-4556
mstrong@escondido.org



From: Charles Jungk [mailto:cjchungk@gmail.com]
Sent: Thursday, May 17, 2018 7:22 AM
To: Patricia Borchmann ; Mike Strong
Cc: Marian Sedio ; Laura Hunter ; Jerry Harmon ; Christine Nava ; Margaret Liles ; Blair Lee ; Liz Myers-Chamberlin
Subject: Re: Drop-off comments.

Thanks Patricia and Team,

I attended the Planning Commission meeting with Marian. Hearing problems (temporary) prevented me from hearing or speaking but I'm looking forward to working on the CAP. The existing CAP and SANDAG reports identified Energy Production and Transportation as the major CO2 sources. I feel that a great amount of Carbon can be offset by continuing to encourage and add Micro grids, Solar Panels and Energy Storage to Public and private buildings and parking areas. Also Encouraging electrification of transportation systems (buses, school buses, city and police vehicles, waste disposal and delivery trucks) and adding EV charging stations to public areas. There are many new potential jobs here. And money not spent on Fossil fuels is kept here in the community. Lots more ideas. We can make Escondido a real showplace while saving lots of money! Feedback welcome.

charlie 760 214 6618

On Wed, May 16, 2018 at 7:48 PM, Patricia Borchmann <patriciaborchmann@gmail.com> wrote:

Marian Sedio - Chairperson - Escondido Climate Action Alliance (ECAA)

fyi - forwarding the email reply from Mike Strong to voice mail comments I submitted Monday to Mike Strong about the PC Kick Off Meeting and Newsletter #1.

My personal voice mail comments expressed disappointment City of Escondido chose SANDAG consultant team, who prepared the first Draft Escondido Climate Action Plan (dated 04 25 18), because City's first concern was minimizing costs, and SANDAG Consultants offered to prepare this Draft CAP at no cost to City of Escondido. After I reviewed the first Draft report prepared by SANDAG consultants, my personal conclusion was the first Draft CAP is poor for many technical reasons that I expect Escondido Climate Action Alliance (ECAA) and other experts from North County Group Sierra Club (NCGSC) will identify in writing, in near future.

My voice mail comments to Mike Strong on Monday expressed personal disappointment that on page 9, the first Draft CAP contained a section covered "Public Outreach", but that section failed to specifically identify both of the two organizations that submitted earlier written correspondence on the topic of Escondido's Climate Action Plan (CAP), in which authors from each organization made specific technical comments that were highly relevant, and both organizations indicated intense public interest in examining option for Community Choice Energy (CCE), that is becoming a popular preference adopted by other local cities in north San Diego County. It is unknown why City chose to apparently disregard correspondence from both organizations, or why City decided these two correspondence pieces from local community organizations were not even given to the SANDAG consultant team to be aware of. My voice mail did not include this observation, but based on a preliminary review of first Draft CAP report (April 2018) prepared by SANDAG consultant team, the report reflects an effort that was 'the least the City could do'.

On Tuesday mid-day, I delivered item for Mike Strong consisting of the Page 12 (Power Point slide) that was prepared by Laura Hunter, taken from her Escondido Climate Action Plan report a few months ago. The Page 12 power point slide summarized series of specific CAP Plan upgrades that were identified through the San Diego 2018 Report Card for Escondido, among other Climate Action Plans ranked for the other 17 cities in San Diego county. I submitted this because I expected that to be helpful, and with it I attached the 1/2 half page summary that Marian Sedio prepared to describe objectives formed by Escondido Climate Action Alliance (ECAA).

In this email today, I felt Mike Strong's last sentence was an insult to ECAA, by not being grouped with the other 'important organization' mentioned (NCGSC).

I was extremely glad to learn that at the Planning Commission public kick-off meeting on May 8, 2018 where the topic of Escondido Climate Action Plan update was introduced, there were speakers who addressed the Planning Commission from both North County Group Sierra Club, and Escondido Climate Action Alliance (ECAA). I am very grateful that there were expert speakers from ECAA and NCGSC who spoke at Escondido Planning Commission workshop/hearing, to demonstrate how important this topic is to so many Escondido public stakeholders in our city, and surrounding area.

I trust that separate written responses from ECAA and NCGSC experts will be prepared by others in the near future to reflect intense shared public interest by many local public stakeholders on this important topic. I believe it would be best if, during the future for me to not play an active part during future CAP correspondence, emails, or contacts. As always, meaningful climate action remains a centerpiece of my own personal interest, however I expect my withdrawal is best for the outcome of developing and nurturing a

productive partnership with City of Escondido, and SANDAG Consultant team, to produce an accurate, and meaningful Climate Action Plan update report.

If my personal action or voicemail comments to Mike Strong on Monday resulted in an undesirable perception of Escondido Climate Action Alliance (ECAA), be assured that I am aware of negative consequences my personal and unauthorized voice mail contact may have caused, if misunderstood. Allow me to reassure my ECAA colleagues that my voice mail comments to Mike Strong were not overly harsh, or unprofessional, as I try hard to sustain self awareness and importance of building mutual confidence with City staff. If you, or any of ECAA team wish to contact me about this disclosure, I understand why and my phone is 760 580 7046. Or, if appropriate or preferred by ECAA Chair (Marian Sedio) and North County Group Sierra Club Director Laura Hunter, I am available at your earliest convenience if you wish to meet personally. I felt it is important to share this email from Mike Strong, and background with all of my ECAA colleagues.

Thank you for thoughtful consideration.

----- Forwarded message -----

From: **Mike Strong** <mstrong@escondido.org>

Date: Wed, May 16, 2018 at 5:19 PM

Subject: Drop-off comments.

To: "patriciaborchmann@gmail.com" <patriciaborchmann@gmail.com>

Thanks for your comments. I just got in to the office so I haven't had a chance to review them yet. But I have received them and will include them in any material delivered to City Council.

The people that you reference (NCCCA) have received our e-newsletter and was present at the PC kick-off meeting. So, they are engaged. And we look forward to working with them throughout the process, with inclusive outreach to this group and other important ones.

Thanks.

Mike Strong

Assistant Planning Director

City of Escondido

(760) 839-4556

mstrong@escondido.org

